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EVERY FRIDAY

Autosport

BRITAIN'S MOTOR SPORTING WEEKLY

IN THIS ISSUE

JOHN BOLSTER
Tests the DB2 Aston
Martin Sports Saloon

**THE GREAT CHAIN
DRIVE CONTROVERSY**

**A SUMMER DOUBLE
EXCLUSIVE PICTURES
OF NEW H.W.M.**

**Russell Lowry—J. E. G.
Fairman—Philip H. Smith**

Vol. 2 No. 9

March 2, 1951



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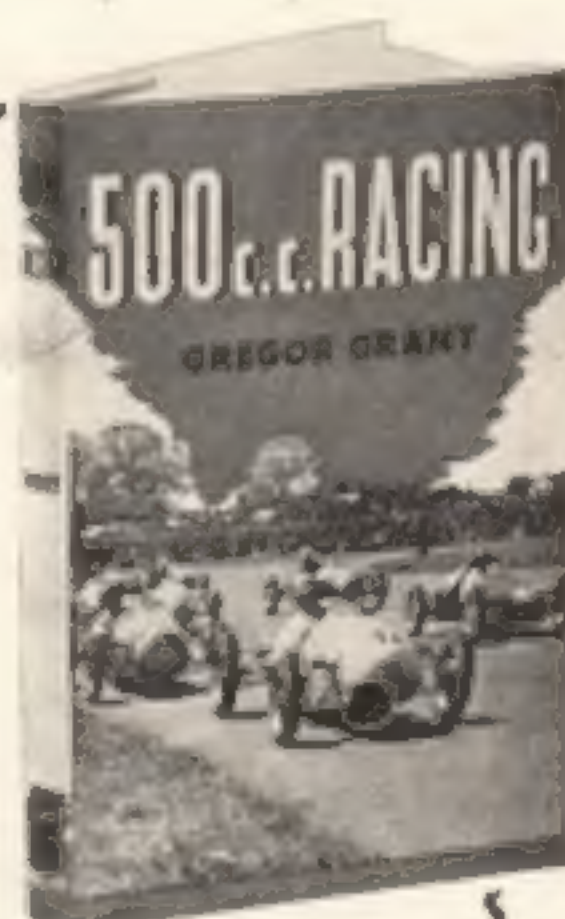
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Autosport

BRITAIN'S MOTOR SPORTING WEEKLY

Incorporating "THE MOTOR CLUB"

Managing Editor: GREGOR GRANT

Vol. 2. No. 9

March 2, 1951

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NOTICES

Published every Friday by AUTOSPORT,
32 Great Windmill Street, London, W.1.
Tel. GERard 3193

NORTHERN OFFICE,
65 South John Street, Liverpool, 1.
Tel. ROYal 1248

Business Manager: JOHN S. CAMPBELL
Advertisement Manager: NORMAN H. BIGSBY
Annual Subscription: £4 4s. 6d.
Direct from the Publishers or all Newsagents

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EDITORIAL

IN this issue we publish pictures of Britain's latest contender for Formula 2 honours, the 2-litre, single-seater, Alta-engined H.W.M. This car has been evolved from the knowledge and experience gained during a very full season's racing with the team of quasi single-seaters which did so well in Continental events, and impressed everyone at Silverstone last August.

The H.W.M. is the brain-child of John Heath, who, backed by his friend and partner George Abecassis, and a small number of very able mechanics and craftsmen, has accomplished in an astonishingly short time what others have failed to do over a period of years. The enterprise and enthusiasm displayed by this small Walton-on-Thames concern is a striking example of what can be done by purely private enterprise.

In regard to national prestige, the H.W.M., in its own particular sphere, is every bit as important as the Formula I B.R.M. Much of the success achieved by this small concern is due to the fact that in matters of development and design John Heath is the absolute boss.

There is a moral in this somewhere!

* * *

DAY and night racing in Great Britain! That has been the dream of many enthusiasts for a great number of years. Last week-end, the entrants of the veteran 1½-litre Aston Martins for the French Bol d'Or 24 Hours Race, did a spot of practice at Brands Hatch, which included night racing. Even on this small circuit it was found quite possible to race as fast and as safely as during the hours of daylight.

However, a pukka 24 hours race for sports-cars in this country would be most difficult of achievement. Airfield circuits lack the necessary permanent pit and spectator installations so essential for a long-distance event and, in any case, are not considered long enough or sufficiently "interesting". Again, there would probably be an outcry from local residents, as happened in the old Brooklands days, causing a proposed 24 hours race to become the "Double-Twelve".

There is a fascination in a 24 hours event, not appreciated by anyone who has not taken part in, or spectated at Le Mans. A similar event would have been a wonderful attraction to offer visitors to the forthcoming Festival of Britain, in addition to normal airfield circuit and Brands Hatch racing.

OUR COVER PICTURE

THOROUGHbred: Maximum wheel adhesion, as depicted on the DB2 Aston Martin, as John Bolster takes it through a very fast bend on an airfield circuit during his road test of this high-grade 2.6-litre car.



Pit and Paddock

STIRLING MOSS will not, after all, be able to race as a member of the Richmond team of Mark V Coopers. His place will be taken by Eric Brandon.

* * *

PETER REECE and Doreen Dale become man and wife at St. Mary's Church, Harrow, tomorrow (Saturday).

* * *

S.O.S. DEPT. L. J. Oliver of Lanchester, Durham, urgently wants a passenger for the Highland Three-Days' Trial this Easter. Any offers?

* * *

MICHAEL LAWSON (Lotus) scored a double by winning the Maidstone and Mid-Kent M.C.'s recent Tyrwhitt-Drake Trophy Trial for the second successive year. "No-Trailer" returned the only clean sheet.

* * *

REGS. for the 9th Scottish Rally (14th-17th May), first of the post-war series are out, and can be obtained from A. K. Stevenson, Secretary, R.S.A.C., Blythswood Square, Glasgow, C.2. Entries close on 17th April. Full dope by "Bodach" in next week's issue.

* * *

COOK'S are running an Autotravel Rally with the full co-operation of the Norwegian Tourist Bureau, to Norway, Sweden and Denmark, leaving England at the end of June for a 21-days' trip. Entries are limited, and are dictated by shipping space. Full details can be had from Berkeley Street, W.1.

* * *

SHELSLEY WALSH on 23rd June sees the revival of the Popular Special Car Parks for Clubs at reduced fees. Minimum number of cars is 25. Clubs interested in rallying to this 50th Anniversary Meeting should apply now to Leslie Wilson, M.A.C., 87 Edmund Street. A feature will be runs by historic cars of the types seen at past Shelsley hill-climbs.

* * *

ROB WALKER has purchased the engine out of Peter Walker's E-type E.R.A. and is installing it in the i.f.s. Delage which Tony Rolt drove last season, and will continue to drive in as many races as business commitments permit. Rob is also building up the original "Seaman" chassis and is installing the Delage engine from the i.f.s. car, mainly for vintage events.

* * *

PIPPBROOK Garage, Dorking, is the scene of Walker's racing activities. The shop is under the direction of G. W. H. Coles who used to be with the old Bellevue set-up; chief mechanic is Jolliffe, ex-Continental cars, who used to be responsible for Ken McAlpine's Maserati and other machinery.

SPORTS-CAR GALA. Enterprising Birmingham concern, Bristol Street Motors Ltd., is putting on a special sports-car week from 5th to 12th March, featuring the latest Allard and Dellow models. Demo runs will be arranged, and the show is open from 9 a.m. to 9 p.m., week-ends included.

* * *

DUNCAN HAMILTON and Tony Rolt will almost certainly be driving a Healey-Nash at Le Mans. Rolt has a full programme of sports-car racing in view for 1951, and has reluctantly decided to part with his very fast single-seater Alfa Romeo.

* * *

BROWETT TROPHY winner in last week-end's Leicestershire "follow-my-leader" trial was H.H. Mayes in his Special. W. H. Green (Austin-Compo) won a first-class award, and O. F. Williams (Dellow), a "second".

* * *

JERSEY M.C. & L.C.C. plan to stage an ambitious International 500 c.c. race at St. Helier on 19th July, in addition to a motor-cycle event. A shortened version of the famous road circuit will be used, cutting down the promenade straight somewhat, and bringing the lap distance to around two miles. The following week, the Bouley Bay Hill-climb will happen. There will be no International Road Race this year on the full G.P. circuit, for various reasons.

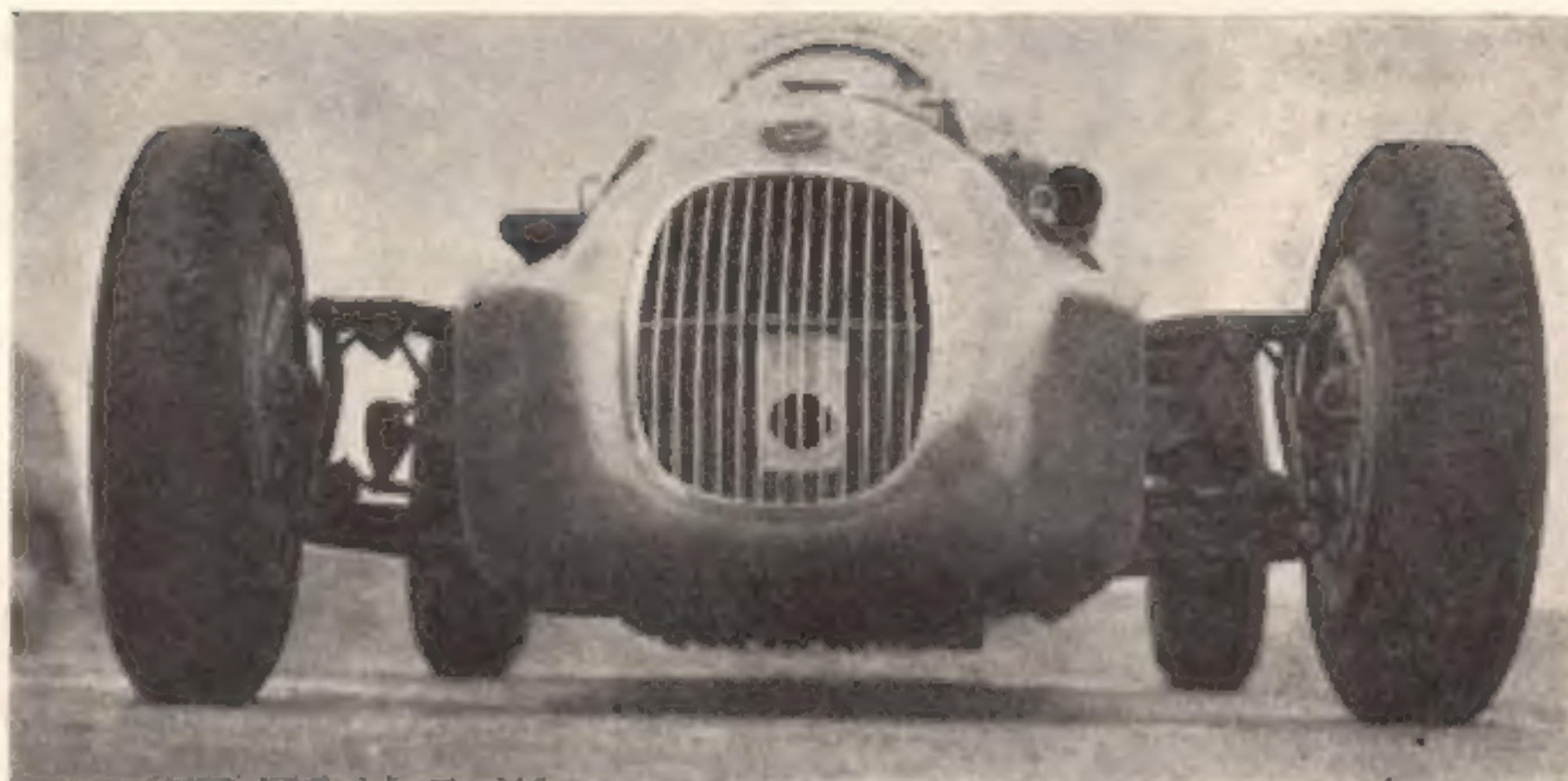
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RECENT High Court damages case arising out of the late K. W. Bear's fatal crash at Jersey, in 1948, was dismissed in favour of the race promoters. Mr. Justice McNair said that every possible precaution against accidents to spectators had been taken by the organizers.



EIRE EXPERTS: Alf Potter and Barney Manley in the former's new Ford Special during the Mount Venus special test in the recent M.G.C.C. (Irish Centre) Experts' Trial. A report will be found on page 265.

BUSINESSLIKE: (Left) George Abecassis giving the H.W.M. "the works" on an airfield circuit. The tests were completely satisfactory.



FRONT-END: (Right) The H.W.M. showing the exceptionally low build, and the lay-out of the modified M.G. helical and wishbones l.f.s.



cycling activities to have a drive. Oscar Moore will race one of the 1950 cars, another of which has been acquired by John Brown of Edinburgh.

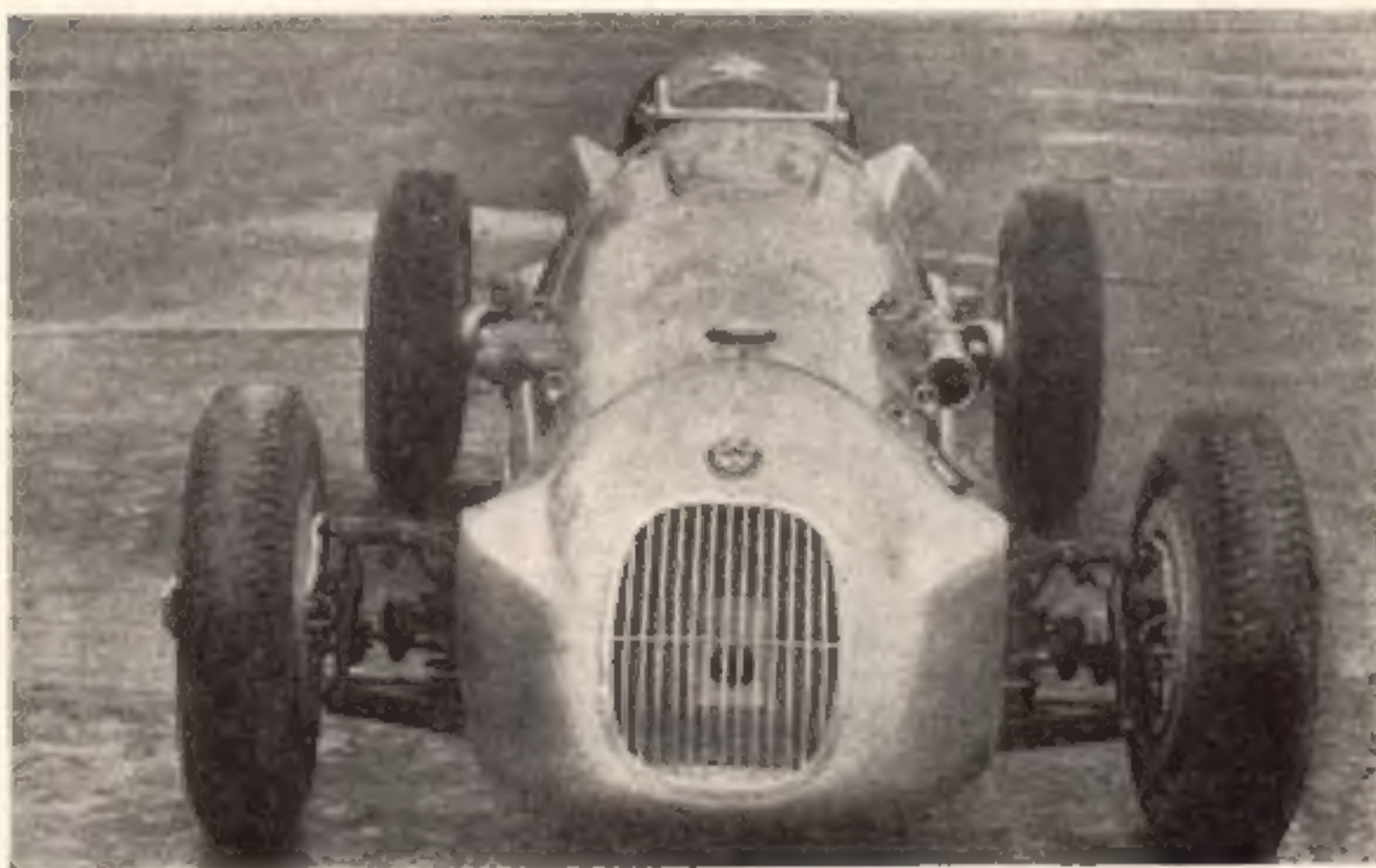
Whilst Heath and Abecassis will not commit themselves, it is evident that there is a quiet air of confidence in the busy Walton-on-Thames workshops. The partners are working out a very full programme of events, which includes every important Formula 2 race on the Continent.

REAR-VIEW: (Left) A De Dion type of rear axle is used, with quarter-elliptic springs.

EXPERIMENTAL: (Below) Weber carburettors were tried out as an experiment. The air-intake tube can be clearly seen on the nearside.

use of Weber racing carburettors with horizontal air-intake tube, on the 2-litre, four-cylinder, twin-o.h.c. Alta engine. These instruments were fitted on the basis of "trying everything once". They are, of course, used by Italian manufacturers such as Alfa Romeo and Ferrari. The ultra-reliable Alta engine, which contributed so much to the success of the H.W.M., is producing much more power than last season's motors. It is, of course, very similar to the 1½-litre G.P. engine, two-stage supercharged versions of which have been giving Geoffrey Taylor every satisfaction.

Stirling Moss and Lance Macklin will almost certainly form part of the team, and it is to be hoped that Fergus Anderson will be able to spare time away from his motor-





VINTAGENTS: Shots at the recent Vintage S.C.C.'s Bixley Rally showing (above) J. P. Ferry (Alfa-Bugatti) in the Blindfold Test and (right) W. A. Hill urging his 1912 "Alfonso" Hispano-Suiza uphill during another special test.

LEN PARKER TAKES THE CHELTENHAM "COTSWOLD"

THE Cheltenham M.C.'s "Cotswold" Trial on 24th February attracted an entry of 14 C.M.C. members, of which only two were non-starters.

The first hill was a new "find" not used before, Plinbrook, a long steep climb through woods with a surface of leaf mould. It remained unclimbed, but L. Parker succeeded in getting half way. After this a cross-country route led to a reverse climb and a short hill known as Hilcot Dell.

The subsequent test in a quarry was not easy with damp brakes and uncertain ignition; best time was recorded by C. Corbishley. Competitors then went on to Draper's farm to tackle a number of hills used previously in the R.A.C. Trials Championship in December last.

Len Parker was best on Noverton 2, nearly reaching the top. No one was able to reach the heights of the two Drapers Hills, but Cuff and Bollom again did well. The last hill, Draper's Ess, was climbed by Cuff, Parker and J. Readings in the dusk.

PROVISIONAL RESULTS

Best performance: L. Parker (1,172 Parker Special S.).

1st Class Awards: W. Cuff (1,172 Cuff Special S.); D. Bollom (1,172 Dellow S.).

Award for under 1,000 c.c. unblown: M. Harris (747 Austin).



DUBLIN UNIVERSITY MOTOR CLUB'S "NIGHT TRIAL"

THE D.U.M.C.'s "Night Trial" was a great success and a good entry signed-on at the start at Lambs Cross, about seven miles from Dublin. The route, which was about 70 miles in length, consisted of a tortuous and tricky circuit through and over the Wicklow and Dublin mountains. Competitors had to find the best connections between Lambs Cross, the Feathersked Mountains, Ballysmutten Bridge, Callary and Glenodowns. There were five special tests but only three check points.

The outright winner was Pearce Cahill driving his Iona-M.G. Special and navigated (obviously very successfully) by his wife.

The saloon car award was won by Cecil Vard of Monte Carlo Rally

SPORTING ROUND-UP

Week-end Trials in Cotswolds, Eire and Northern Ireland

fame, driving a Hillman Minx (there is no truth in the rumour that he arrived at the start with the Monte Carlo Alpine snow still on his boots!).

The final check and finish was at the Glenview Hotel at Glenodowns

near Bray where an excellent egg and bacon supper and an extremely well-stocked bar awaited competitors.

H.A.O'B.

RESULTS

Best Performance: P. Cahill (Iona-M.G. Special) 116 marks. Navigator: Mrs. P. Cahill.

First-Class Awards: D. O'Clery (M.G. TD) 108½, J. Millard (M.G. TC) 107, T. P. Ohle (Dellow S/C) 107, A. Johnson (M.G. TC) 101, E. Connell (Riley) 100½, V. Ross (M.G. TD) 100½, J. Ohle (M.G. TD) 97½.

Second-Class Awards: Jones (M.G. TC) 97, J. Bell (Ford 8 Special), 97, P. Le Farne (Ford Special) 94½, H. Crawford (Morris-Ford Special) 92, C. Vard (Hillman Minx) 89, T. Irwin (M.G. TD) 82½, Stanford (Morris) 81, Stevenson (Hillman Minx) 78.

Saloon Car Award: Cecil Vard (Hillman Minx).

STUART WINS N.I.M.C. TRIAL

Ten Tests and No Observed Sections

HAVING lost a crownwheel twice previously in local trials, Barry Stuart had his revenge with his Ford Special at the North of Ireland M.C.'s trial on 24th February, when he took the premier award in an event composed entirely of driving tests. Not that the absence of mud-plugging made the trial easy on transmissions, for the 25-mile course, which was covered twice, bristled with extraordinarily involved tests which made special-drivers sweat and saloon-owners squirm.

Starting from the Guildhall, Londonderry, the entry followed a most efficiently dyed route to a reversing test at a Y-fork on a steep

impressive and that capable disabled driver, Bob Donellan, made a good showing in his sizable sports A.C. The fifth test was reached by even worse roads, with a top dressing of greasy mud, which led the reportorial motor-bike into intimate contact with a thorn hedge, with a consequent face-lifting for its rider. The test, an "improved" form of cross-roads with pylon, gave rise to more pleas for a better steering lock.

Returning to the city, the competitors started on their second lap of the circuit, when they found each test strangely altered. Apparently the marshals had each taken a handful of pylons, and dropped them gaily into the middle of every test. Test 7, for example, was on the same site as Test 3, but had sprouted another pylon, as had Test 4, while

the final test involved so many pylons and channels that it appeared impossible to drive through it. In actual fact, it had to be negotiated *in reverse*, so Bob Donellan bowled over the lot to show his disapproval. The only casualty was Jim Eaton, who sheared the oil-pump drive on his M.G.

F.W.MCC.

PROVISIONAL RESULTS

General Classification: 1, C. E. B. Stuart (Ford Sp.); 2, R. J. Caldwell (M.G. Saln.); 3, G. H. Reilly (M.G. Sports).

Open Car Class: 1, C. E. B. Stuart; 2, G. H. Reilly; 3, R. Donellan (A.C.).

Closed Car Class: 1, R. J. Caldwell; 2, P. W. Torney (Hillman Minx); 3, J. Henry (M.G.).

CEMIAN KENT CUP TRIAL

ALAN DAY (Dellow) won the Kent Cup Trial, organized by Cemian M.C. (25th February), which was run on a "follow-my-leader" basis. A. S. Caines (Hillman) and A. A. Bolsom (Austin), two saloon car entrants, were early in trouble on the first hill, Hognore. Eventually, they both gave the Kent hills best, and joined the spectators. Day registered best time in the to-and-fro special test with 27.8 secs., closely followed by H. H. Alderton (Maythorpe) with 28 secs. M. S. Ewbank (Dellow) almost burnt out his clutch doing the test with his throttle stuck wide open. There were no first-class awards, "seconds" going to Alderton and Ewbank.

MINX-OBATICS: (Left) P. W. Torney (Hillman) in Test 2 during the N.I.M.C. Trial. (Below) P.A. winner C. E. B. Stuart, in his stark and business-like Ford Special, at the start of Test 3.



hill. Drivers of closed cars found this tricky enough, but not as difficult as the second test, which involved reversing on a narrow road. Trevor Spence did a spot of hedging and ditching with the bumpers of his Ford Anglia, while even Jim Eaton in an open M.G. had trouble, finally stalling before crossing the line. The third test, reversing round a pylon in an old army camp, put a premium on small turning circles, and many went so far off the road that they appeared likely to vanish into the beyond altogether.

From the camp site the trail led over exceedingly second-class roads to a straightforward acceleration test round a right-hand bend, where P. W. Torney (Hillman Minx) was



The Great Chain-drive Controversy

PROVING A THEORY MATHEMATICALLY

by A. Gualtieri

HAVING a spare hour the other day I went through my back numbers of AUTOSPORT to find out where the great Chain Drive Controversy had started, to trace its rise, and to see if any conclusions could be drawn from the correspondence. Well, I find that this all started from a pleasant, inoffensive article under the heading "Chain Drive Versus Shaft" by John Bolster, published on 29th September, 1950.

Since then, 18 letters and one bit of doggerel have appeared in 11 issues of AUTOSPORT, from 11 different contributors, apart from John Bolster. This means that 11 people were sufficiently excited about the subject to rise from their peaceful firesides, find pen and paper, and get scratching to this journal; and when I say excited, I do mean excited, like the one contributor, who shall be nameless, but whose voice seemed to boom out across the pages, and who became sufficiently excited to write four letters on the subject.

Now to what conclusions has this large amount of effort led us? Not much further, I am afraid, than John Bolster's original article.

During the past few weeks one gets the impression that the truth is gradually emerging, and nearly all the opposition is becoming used to the original Bolsterian conception.

However, some of the correspondence has been exceedingly technical; with forces, reactions, torques and inertias wandering around more or less under control. The 10th letter, written by a Mr. Pugh and published on 22nd December, 1950, had the best idea when he asked for a proper mathematical answer to settle the question. This article is an attempt to provide a simple mathematical treatment.

Before I scare every reader away let me hasten to add that there is nothing advanced in all this, and anyone with the most elementary mechanical knowledge can follow it. The maths is certainly simpler than some of the abstruse calculations we have read in the aforementioned 18 letters.

In order to make the problem simple we have to make an assumption, that is, the radius arm starts off parallel to the ground.

If you will look at the diagram (Fig. 1) the length of the radius arm is L between centres of countershaft and wheel. Let the radius of the driving sprocket be r , and the radius of the driven sprocket be R . Now suppose a torque of value Q (anti-clockwise) is applied to the countershaft. This will cause tension of Q/r in the upper limb of the chain, and providing the wheel does not spin, the whole assembly has a

torque of Q lbs. ft. trying to drag it round.

This is, of course, the effect that John Bolster talks about in his letters.

HOWEVER, THAT IS NOT THE WHOLE STORY.

If you look at the diagram you can visualize the smaller driving sprocket (in trying to turn round anti-clockwise) would attempt, as it were, to climb up the top limb of the chain. To do this, the chassis would have to be raised, and this means that a vertical force would have to be applied upwards, at the countershaft. This vertical force exists and its value is the vertical component of the tension in the top

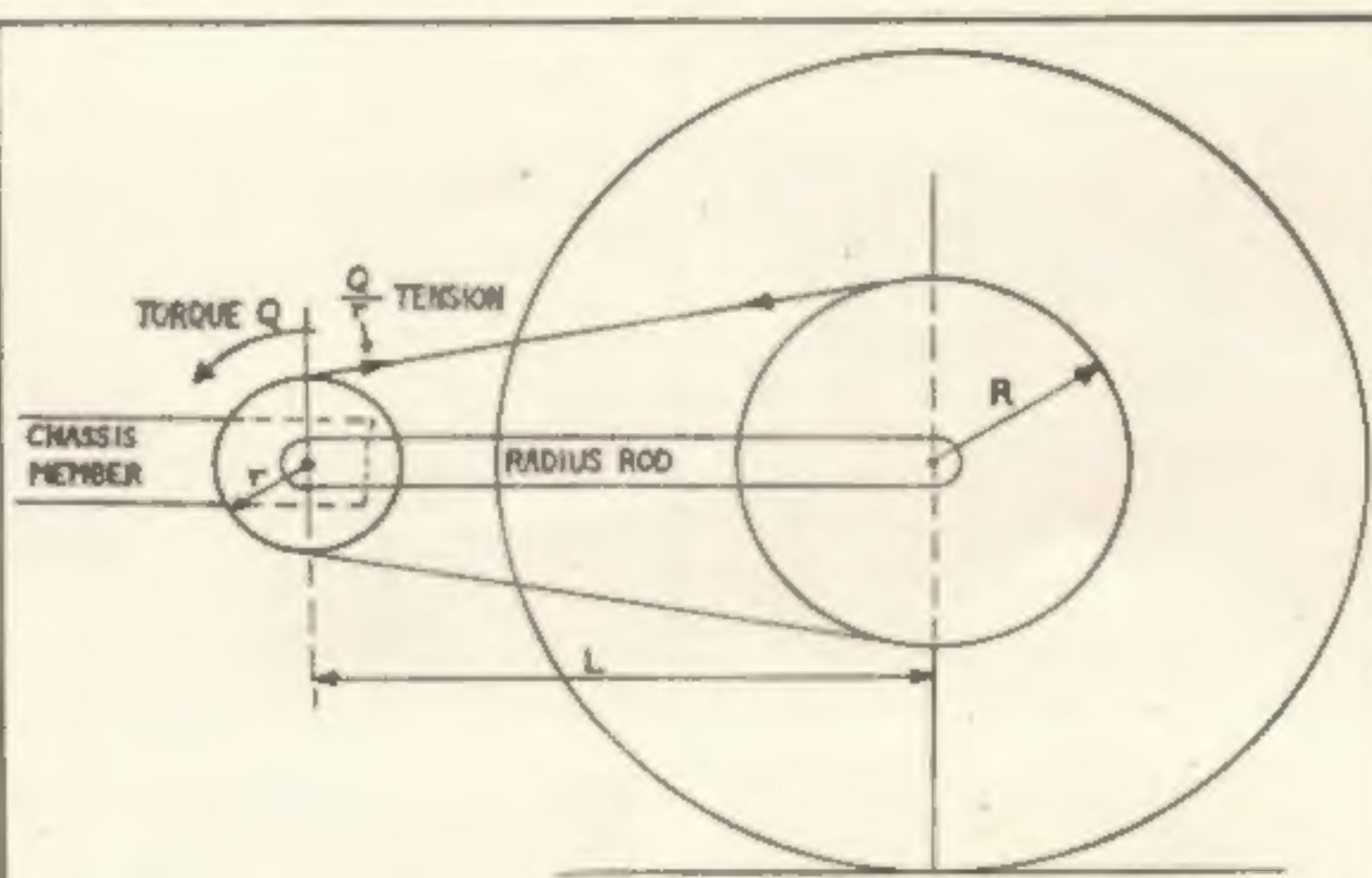


FIG. 1

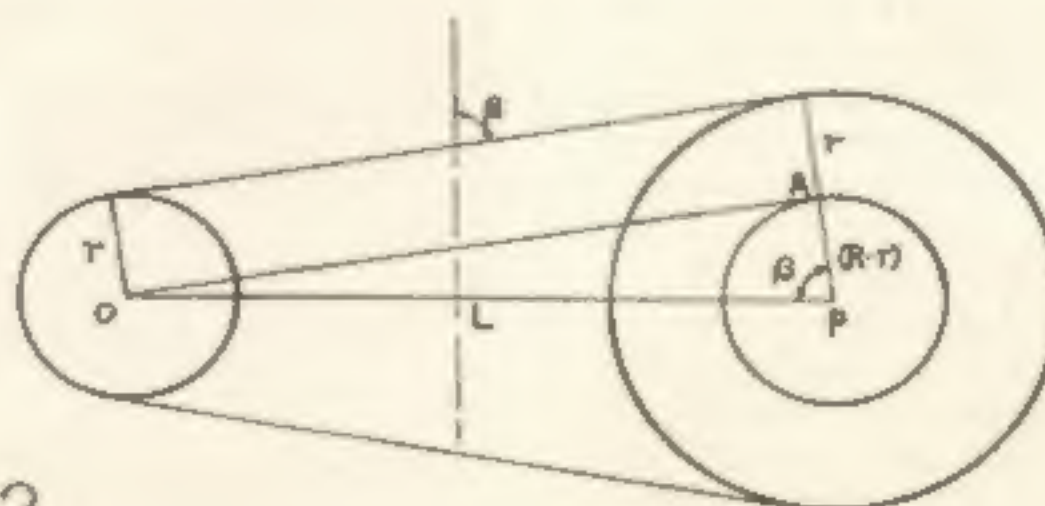


FIG. 2

limb of the chain. If the chain makes an angle β with the vertical, then, since the tension in the chain is Q/r , the vertical component force at the countershaft is $(Q/r \cos. \beta.)$ upwards. There is, of course, an equal force acting downwards on the wheel centre.

So now we can consider forces at the wheel axle.

1. Vertical force down, due to weight of car acting through the spring.
2. Vertical force up, due to road reaction minus the unsprung weight. This equals para. 1 above.
3. Vertical force upward, as a result of the anti-clockwise moment Q (The Bolsterian torque) of value Q/L .
4. Vertical force down—the vertical component of chain tension of value $Q/r \cos. \beta$.

Therefore any force tending to lift the wheel would have the value:—

$$\frac{Q}{L} - \frac{Q}{r} \cos. \beta.$$

Under certain condition there is no force tending to lift the wheel or drive it down.

If:—

$$\frac{Q}{L} = \frac{Q}{r} \cos. \beta.$$

there would be no reaction.

Now if you will look at Fig. 2 you can see that the angle the top limb of the chain makes with the vertical (β) is equal to angle OPA. So that:—

$$\cos. \beta. = \frac{R-r}{L}$$

Substituting this in the equation, we get:—

$$\frac{Q}{L} = \frac{Q}{r} \frac{(R-r)}{L}$$

$$\text{Simplifying:—} \quad R = 2r.$$

This gives us the following conclusions. If the driving sprocket diameter is half the diameter of the driven sprocket, there will be no vertical reaction on the wheel under accelerating torque. If the drive sprocket is larger than half the other, then the resulting torque will be anti-clockwise in the case considered above; and vice versa if the drive sprocket be smaller than half. Result is that the early chain-driven Mercedes flung its wheels off the

ground as John Bolster said it did, and I expect the Frazer-Nash (in bottom gear remember) lifted its tail on leaving the line at Shelsley, and elsewhere.

All this suggests an interesting possibility in connection with brakes. A car with this type of rear suspension is apt to do odd things under sudden and severe braking. With the countershaft in front of the axle, the tendency is to wind the radius rod up and cause the wheels

to unstick. With the countershaft behind the axle, the winding up brings the tail up like a diving duck, and gives the driver an excellent view of the road immediately in front of his front wheels. However, with the "no reaction" system suggested above, we could have the brakes fitted on the countershaft and thereby gain a decrease in unsprung weight as well as being able to accelerate and brake in safety and comfort.

M.G.C.C. (IRISH CENTRE) "EXPERTS"

A Well-Organized Event in Very Tough Weather

ALTERNATE snow and rain coupled with bitterly cold winds made the going very tough in the "Experts' Trial" which was extremely well organized by the Irish Centre of the M.G.C.C. Thirty of the 33 entrants signed-on at the start at the Joks-town Inn, near Tallagh. The route, which was 30 miles in length, covered a most beautiful area in the Dublin mountains, included 12 observed sections and two special tests.

The premier award was won by Cavin Murray in his very successful M.M. Special which is basically a Triumph "Gloria" chassis fitted with a Mercury V/8 engine, and somewhat stark and functional two-seater coachwork.

Murray also made the best time in both the special tests. The first test was held at Buttas cross-roads and the second on Mount Venus.

The three toughest sections were "Slippery Sue", near Castle Kelly, Mount Leskin, near Buttas, and Mount Venus, near Old Bawn. No one climbed to the top of "Slippery Sue", highest up being T. P. Ohle with the Irish-built Dellow. Excellent attempts were also made by Murray (M.M. V/8), Cecil Atkinson (Ford), A. L. "Bill" Young (M.G. TD) and Johnny Bell (Ford Eight Special).

At School-House Lane Theo. Ohle shot over the top so fast that when the car landed his passenger sailed clean through the windscreen, luckily without serious injury, but on the next section, Farm Yard, Ohle was

unfortunate enough to strip his crown wheel and pinion.

An interesting first appearance in this trial was that of Alf Potter's beautifully finished Ford "Ten" special. In this event the engine was suffering from overheating, a fault which will no doubt be rectified in the near future when extensive engine tuning is to be carried out. This will be a most interesting vehicle to watch in the future.

A cheerful but extremely muddy gathering of competitors hurriedly refreshed themselves after signing-off at the finish at Rockbrook, then motored off to bathe and change for the Club's annual dinner and presentation of awards held at Dublin Airport, Collinstown.

H.A.O'B.

* * *

WEST ESSEX SPEED TRIALS

WEST ESSEX CAR CLUB is holding its Chelmsford Speed Trials again at Boreham Airfield on Sunday, 1st April. This meeting last year was very well supported by leading drivers and proved very successful. The course is 1 kilometre, and timing is by the Loughborough-Hayes Electric system as used at Brighton Speed Trials; two cars running together. There are classes for standard saloon and open cars in the morning, with super sports (any trim) and racing cars in the afternoon. Antone is announcing times over public address as each car finishes. Refreshments provided in marquee on the course.



RUSSELL LOWRY'S **Northern Lights**

**TRIALS AND TRAILERS—THE
BATEMAN "CAFE"—BARRED
BARS—OPEN FOR PETROL—
PANDORA**

RECORD-BREAKER: The modified John Cobb Napier-Railton which is used to depict a Land Speed Record car in the film: "Pandora and the Flying Dutchman". This is the moment in the film when an oil pipe bursts, setting the engine on fire.

I HAVE been taken to task for my reference to the "naughty practice of towing trials cars to the start of events". I should have thought that the very use of such a nursery adjective would have shown that my views on the subject were not strong. Bless my soul, let people carry their cars on their backs to the start if it increases their fun and doesn't interfere with that of others. Nobody who has climbed wet, muddy, cold, tired and hungry out of a vehicle at the end of a trial and contemplated the alternatives of driving home, maybe a 100 or more miles through snow, fog or what have you, in that same stark vehicle or in a cosy dry motor-car, would dream of imposing the first choice. After all, our main objective is fun with a capital F. Besides, distances between events in the North are long and often involve the crossing of mountainous country.

More debatable territory is reached when we leave mere creature comfort and come down to cars that are practically incapable of being driven on the road, but there are so few of these that I don't think we need to get steamed up on the subject.

* * *

THE above topic arose out of the Y.S.C.C.'s White Rose Trial starting from Malcolm Bateman's home, and was taken in a mildly jocular vein. In fact, the Bateman gesture was nobler than I knew at the time, as the starting control was actually in the lounge at Royd House, where Mrs. Bateman, with complete calm, distributed coffee to 50 or 60 people, whose garments were in keeping with one of the filthiest days in a month that has broken 70-year-old records for wetness.

* * *

OUT of the mouths of babes. A certain large grocery store with sundry branches in the North and in Scotland, is, to quote its own publicity, "Famous for tea and coffee". One of our junior readers was learnedly contemplating the daily Press the other day, when an announcement to this effect caught his eye. "What a lot of nonsense", said he, "Coopers are famous for 500 racing cars, not for tea and coffee"! The younger generation is evidently being brought up properly!

THIS story comes from the Midlands. The event was over. Competitors and marshals were cold and soaked to the skin, though happy after a good day. Outer garments had been shed, and a faint glow of warmth was beginning to make itself felt under the sheltering roof of the official hotel. A little alcohol was an obvious need to complete the thawing process, and set wagging the tongue of reminiscence. After some research, the bar was found, but the door of this delectable apartment remained obstinately closed. Further search produced a waiter.

"When, oh when, will the bar be open?"

"In April", came the cheery reply.

The date was 11th February. Moral—make sure of an all-the-year-round licence when organizing your finishing check.

* * *

THE multiplication of rallies is bringing its own problems with it, some serious, some mildly humorous. To take one of each, let us quote the garage which some years ago was persuaded to stay open all night in order to supply competitors with petrol, oil, and other supplies, in a Northern area where such things would not normally be available. The good-natured proprietor could scarcely hope to make any real profit out of the night's work, but really was hurt when he found that he quite literally had not sold a single gallon of anything. In this case, the club concerned heard of what had happened, and made a token payment, which must be recorded as a decent and suitable gesture. Another garage stayed open again more recently in similar circumstances, and almost every competitor accepted the polite reminder in the route card and bought supplies there, so everyone was happy.

In a lighter vein, we have the rally to which entrants had to be limited by the availability of breakfasts, and incidentally, the proprietor of the hotel where breakfast was to be taken, himself an enthusiastic member of the organizing club, had to be sent off as number one, so that he might gain sufficient time to lend his good wife a hand in the preparation of suitable fare for the 30 carloads of hungry fellow competitors who came behind him.

THE film "Pandora and the Flying Dutchman", which has already been mentioned in AUTOSPORT, will have its first showing in the North at the Odeon, Manchester, on the 4th March, and thereafter, one hopes, will go on circuit. This is good news, as we generally have to wait a long time before such things reach us up here. All the advance information suggests that the story woven around John Cobb's famous old Napier-Raulton is a good one, and has been handled with real technical skill. As far as sporting enthusiasts are concerned, the centre of attraction is bound to be the car herself. Those who are also film fans will find satisfaction in the star parts, which are played by James Mason and Ava Gardner.

I HAVE often had occasion to bewail the difficulty of finding a route round the industrial fringe of Manchester. This is the only place which, in my experience, rivals Birmingham as a navigational nightmare for the lone driver, who can't very well sit with a map on his knee. Anyhow, having nearly missed a "Noggin and Natter" the other evening by getting lost all over the place, I was glad to accept an offer of guidance on the return journey from Jack Terris, who will be remembered for his trials performance in MGs in pre-war days. Jack apologized for the fact that he was "only" driving a Morris van, and would, therefore, be on the slow side, but a sudden frost had descended on mist-damp roads, and conditions turned out to be decidedly dicey. "Northern Lights", not knowing the corners,

found himself taking some of them in quite unpremeditated slides, while his guide seemed quite unaffected by the road conditions. Arriving safely in Knutsford, a halt was called to exchange good nights, and it was realized that not only had the maestro retained all his old cunning, but he had also kept the small back wheels and fat tyres he used in former days on his P.B. Midget.

* * *

THE influenza epidemic seems to have died down in the North, but we are now suffering from "round-aboutitis", which could be almost as lethal. One round-about near the "Northern Lights" home (it never had any reason for existence, because there isn't a cross-roads) has recently grown iron railings. Since then, three vehicles have demolished these railings during fog, and no doubt done considerable damage to themselves as well as to the ironware, whereas formerly they could have taken to the central grass with impunity. The Liverpool archipelagos have already been referred to. The latest of these is in the centre of the motor district around Renshaw Street, and normal clock-wise rotating traffic finds itself faced by a "No Entry" notice, forcing it to go round the wrong way. A quaint conceit. Having completed half a lap, you find a little cross-channel, and debate whether to complete the circuit or dive down the side-track. Meantime, somebody probably rams you in the stern. As practice courses for special tests, these excrescences are admirable, but as contributions to road safety . . . !

Book Review

Under my Bonnet

Author: G. R. N. Minchin, M.A.

Size: 5½ × 8½ in. 183 pp.

Price: 15s.

Publishers: G. T. Foulis & Co., Ltd., 7 Milford Lane, Strand, W.C.2.

IT may be this reviewer's catholicity in taste, or simply excess enthusiasm, but there seems to have been a spate of good motoring books during the past few months, and it has long been his wish that the Editor would pass a bad one over to review for a change. The wish remains unfulfilled, for the latest to hand, *Under My Bonnet* by G. R. N. Minchin is an entrancing work, full of humorous anecdotes, a leavening of drama, much exclusive racing and biographic matter and numerous illustrations of very great interest.

"Work" perhaps is the incorrect word, for this collection of reminiscences has an engaging lack of continuity which makes for easy and extremely pleasant reading.

The author was a private motorist in that almost unbelievable age before the Great War, when one bought cars according to personal preference rather than taking the car which can most quickly be delivered—or, more likely, the bus—and Mr. Minchin's tastes, aided by "the necessary", went to Rolls-Royces and others of the *corps élite* in cars, in which he travelled Europe in high speed luxury.

Racing fans will find much to intrigue them, for the author was fortunate in being able to attend many classic events and knew a great many interesting people like Sir Malcolm Campbell, Algy and Kenelm Lee Guinness, Ferdinand Charron, Dario Resta, Sir Henry Royce, William Morris (now Lord Nuffield) and that French magnate of Victorian times, Albert Clement-Bayard. G.P. students may be pleased to deduce from this gentleman's name, self adopted, that the reversed order "Bayard-Clement" so often encountered in references to the French marque in race accounts, is incorrect. Mr. Minchin tells a diverting story of how the Bentley team in the 1922 T.T. had a last-minute team award success to advertise; and apropos Bentleys, the Winged B boys must not miss his eye-witness account of the fabulous 1927 White House crash, nor the chapter on "The Bentley Reborn"; although the marque's historians may nib at reading that the Chenard-Walcker at Le Mans in 1923 "easily beat a lone Bentley" (John Duff's) or that he and Clement won in 1924 "to everybody's surprise".

There are so many delightful facets to Mr. Minchin's book that one can but touch on the brightest—the story of the Bishop and the caddy; the machinations of the Law—and of Mr. Minchin's lawyers!; the classic motor races of which he gives maddening glimpses, making one yearn for lots more; the occasional tilts at the "moderns", the wonderful pictures of marvellous Rolls-Royces, and—exciting to one with a passion for old G.P. pictures—the photos of Sunbeams, de Dietrichs, Mercedes, etc., which are from Mr. Minchin's own collection. Altogether a delightfully entertaining book.

C. P



The H.R.G. line-up at Spa, with the Brock-Wright coupé on the extreme left

A SUMMER DOUBLE—concluded

Closing Stages at Le Mans—The H.R.G. Team Victory at Spa—Author and Thompson again win 1½-litre class

By

J. E. G. FAIRMAN

ABOUT this time I began to think my own strength was failing, as I was finding it increasingly difficult to lug the car round the sharp corners at Mulsanne and Arnage. I soon realized, however, that it must be a matter of dry kingpins, as the self-centring action wasn't so hot. After a nasty moment running two wheels on the sandbank at Mulsanne, I decided to stop and ram in some grease, which gave the pit staff a heart attack as they thought I had broken the car when they saw me coast in. The slight delay was worth it, as the steering returned to normal after the grease gun had been applied.

At 10 a.m. I handed over to Eric, and strolled with Maryon as far as the Esses for a spot of exercise. This was the first I had seen of the race from this angle, and the speed of the cars seemed quite startling

through the swerves. We watched Eric for a couple of laps, jolting over the bumpy bend just after the pits, and it really looked hard work.

When we got back we heard the bad news about Pierre Marechal's crash, which cast a particular gloom over the party as Pierre had been in the H.R.G. team at Spa in 1948.

By noon, the field was sadly depleted, and we were lying quite well up—about 13th, as far as I can remember. We were also second in the 1½-litre class, one of the D.B.s having retired. The other one, however, was going like a train, and being about 15 m.p.h. faster than us was now several laps ahead, so it seemed that when my last spell came I could do no more than plod along and make sure of finishing. When

Eric came in at 1 p.m. the thought that the hopes of the whole party now rested on me was quite frightening, especially as Eric warned me that there was precious little brake left. He hadn't exaggerated, and going down the straight after a couple of laps I fiddled with the manual adjuster that sticks up through the floor to see if there was any more there, but there wasn't. I remember my sleeve catching in the handle as I straightened up from the operation, and the thing must have spun back a couple of turns without my realizing it, for when I arrived at Mulsanne at full chat there was no brake at all worth mentioning. This is a corner that must be respected, so I simply went straight on down the escape road, where I stopped and sorted out the adjuster. This only took about two minutes, but it was enough to cause some heart attacks

in the pit when the precious remaining car failed to appear on time.

During this spell I spotted John Talbot-Smith walking round the inside of the course in the reverse direction, taking photographs. To each of my laps he covered about 300 yards, and each time I came round he looked 10 degrees hotter. I was quite sorry when he retired with overheating trouble, as I had been amusing myself by trying to guess which tree he would be behind next time round.

With an hour and a half to go, the full realization that the gallant Hurg might make the grade after all was quite overwhelming, and I was petrified that I might make some idiotic mistake and mess up the show right at the end. At this stage I think I watched the oil and water gauges more than the road ahead, and my ears were positively flapping with the effort to detect any unusual noises.

The Final Hour

The last hour was most exciting. We had arranged no pit signals other than the semaphore giving faster and slower signs, except that our times were displayed every few laps. So I had no idea whatever of our position in the race. I knew that the remaining D.B. had been in trouble during Eric's last spell, but had gone on again. Owing to going off in a hurry at 1 p.m. I had neglected to find out whether it was still leading the class or whether Eric had overtaken it somewhere. But whatever its position, I was very pleased to swing into the straight on one occasion and find the D.B. stuck at the side of the road, with the driver's head buried in its innards. This was all very intriguing, especially as I seemed to pass a broken-down or crashed car of some kind each time round. After another lap, I was disappointed to find the D.B. had disappeared, but found it again the far end of the straight.

Course Littered With Cars

When I next passed the pit I was astounded to see the entire H.R.G. crew inside, clapping their hands heartily. I still don't know what this was in aid of, but at the time it left me in a whirl, as I thought I must be leading the race or something! Towards the end, the course seemed to be littered with cars, and several

others were merely cruising. With 10 minutes to go I had a fearful shock. For just two hours and 50 minutes the signals had never varied from "O K", and I had long since reached the stage of taking them for granted. So my surprise can be imagined when I saw the arm pointing down. This meant "Slow Down", the idea being to bring me over the line at precisely four o'clock. But having seen so many cars obviously on their last legs, and wondering why the people in the pit had been clapping, I jumped to the conclusion that I must be catching up somebody of importance, and misinterpreted the sign for a "Flat Out" one. I went like a scalded cat as far as the Hippodrome Cafe before I realized my mistake and slowed right down, hoping the management hadn't noticed anything.

I crossed the line with the gallant Hurg and was immediately overwhelmed by what seemed hundreds of people shoving drinks at me. When I could make myself heard I found that only 19 of the 49 starters had survived, and that we had won the 1½-litre class at over 70 m.p.h. Apart from that we were sixth on handicap and eighth in general classification. This, taken by and large, was very satisfactory, being the first Le Mans for both Eric and me, and we had never dreamed we might finish in the money.

People Everywhere

The next half-hour was a blur. There seemed to be people and flowers and drinks everywhere. Eric drove me up to the bridge, where the finishers were lined up and photographed. One or two had finished in such a state of mechanical upset that they had to be pushed. We then returned to the pits, where tough-looking policemen had multiplied like rabbits, the reason being the arrival of the French President, M. Vincent Auriol, driven in a Renault the size of a bungalow. The drivers were introduced to the President, everybody cheered, the band played, and that was that. Les 24 Heures du Mans had come and gone, and 12 months would elapse before the next staging of this truly magnificent event.

The drivers returned next day to England, and the H.R.G.s went on to Brussels with the mechanics, to

be prepared for the next battle in two weeks' time—the Belgian 24 Hours on the famous Spa-Francorchamps circuit.

The Spa Race

THERE was one alteration in the team for the race at Spa. Owing to business commitments Neville Gee was unable to stay with us, and it was arranged that Jack Scott would be partnered by André Pilette, the Belgian driver. It was to André's garage in Brussels that the cars had been taken after Le Mans, and we all met there the Monday before the race. Our hard-working mechanics had been through everything with their usual thoroughness, and the cars were ready to be driven across to the Ardennes. Before we left, Pierre Goldschmidt stood us all a lunch in one of the top restaurants of Brussels, which left us fairly gasping.

No Magic Carpet!

We finally set off for Spa in convoy. I drove one of the team cars, and soon found that some of the bruises collected at Le Mans were still with me. There was nothing of the magic carpet touch about the H.R.G. in racing trim, when travelling over the fearful Belgian cobblestones.

We were booked to stay at the Hotel d'Orange at Stavelot—I was quite surprised to get there and find the cars hadn't shaken to pieces on the way. We found Ray Brock and Bob Freeman-Wright already installed with wives and helpers, so the hotel was anything but subdued.

The remainder of the week passed in much the same way as at Le Mans, except that we didn't have quite so much to do to the cars between practises. The circuit, often referred to as the finest in Europe, is quite unlike Le Mans, and much more difficult to learn. Most of it is lined with trees, and some of the swerves not only look alike but have no landmarks at all, which can be tricky, particularly at night. You can rush up to a corner, thinking "Ah, this is that nasty one, we'll take it easy". You brake, change down, and find yourself motoring round a perfectly simple bend quite slowly and feeling a bit silly. Next time round, you think "Now I won't make *that* mistake again", rush at

A Summer Double—contd.

the corner, and then find at the last moment it is the nasty one with the adverse camber after all, and you just about scrape round feeling thoroughly frightened.

The 1½-litre Gordini-Simcas which didn't arrive for Le Mans were here in full strength. So on paper we hadn't the ghost of a chance, as the Simcas were fantastically rapid. The biggest thing we could aim for was the team prize, which in this race is the most highly coveted trophy. There was strong competition for this apart from Gordini, in the shape of three 1,100 c.c. aerodynamic Fiat saloons, which could go just as fast as us, and faster on the bumpy bits.

Incidentally, Spa differs in several other ways from the French classic. There is no official recognition of an outright winner, and there are separate touring car classes. There is a totally different atmosphere about the whole thing, in fact. For instance, whereas at Le Mans scrutineering is a major ordeal, with forbidding officials going through everything with a fine-tooth comb, at Spa it is more of a social occasion. Some of the Continental entries get away with murder, and several were accepted which would probably have been thrown out at Le Mans.

Jock Horsfall Arrives

Jock Horsfall arrived with his beautifully turned out Aston Martin, determined to drive single-handed throughout. In the touring class Tommy Wisdom and Anthony Hume were going to give a Javelin saloon its first taste of serious racing. We were also pleased to see that Charles Brackenbury and Leslie Johnson had arrived with the six-cylinder Aston Martin, and hoped they would be able to make up for their rotten luck at Le Mans, where they had to retire with cooling trouble.

On Saturday we repeated our Le Mans scheme by arriving at the course in good time, and things moved along on much the same lines as before. As zero hour drew near the drivers lined up opposite their cars. The start being on a bumpy downhill section, with a nasty bend at the bottom followed by a climb like the roof of a house, the organizers wanted to start the cars in two or three separate groups, with



A formidable array of Amedee Gordini's 1½-litre Simcas which proved very fast, but not altogether reliable.

a few seconds between, so as to relieve congestion. This time I was watching from the stands opposite, and when the flag fell everybody forgot about or ignored the group idea, and they all got away in a howling pack. At Le Mans, breaches of regulations cost big fines, but here nobody seemed to mind.

Eric, Mort and André were away smartly, and we settled down to see who would be first round, half expecting the Ferrari or a Delahaye. However, two 1½-litre Simcas roared past in the lead, with Chinetti trailing along behind in the Ferrari. This was kept up, lap after lap, for hours, which made us begin to wonder whether Chinetti had met his match at last. Eric and Pilette seemed to be having a wonderful race all on their own, going round for a long time with only a length between them. It looked as though they had forgotten it was a 24-hour affair, so Pierre waved a "Slower" signal at them, which they duly obeyed, although managing to look very disgruntled at their fun being spoilt.

Patent Suspension

The Brock-Wright H.R.G. was also going well, though the patent rear suspension, designed and fitted by the proud owner, seemed to be working very hard on the rough road past the pits.

About 7 p.m. the cars were refuelled one at a time, and taken over by Peter, Jack Scott and myself. All seemed well, and I don't remember any incidents of note during my spell at the wheel, except that as darkness fell I had to pull in for a moment to wipe an accumulation of muck from the headlamp glasses. The three hours seemed to pass very quickly,

which I think is due to the fact that at Spa you have no time to get bored. With fast bends, slow bends, rises and falls, you are learning all the way round the nine miles, every lap. One bend in particular at Burnenville is a real terror. It is pretty well a flat-out one in the H.R.G., is downhill, and is one of those very long right-handers which go on and on. However hard you try, you always seem to need about three separate bites at it. I think in my entire 12 hours at the wheel I managed this bend tidily about five times.

At 10 p.m. I spotted the "come in" signal, and my first spell was done. The other two cars were still going well and everybody seemed very pleased with life. After much-needed personal replenishment, I had a nap, which as at Le Mans seemed to last 10 minutes before Pierre booted me up again. Again, being 1 a.m. and feeling cold and stiff, the game seemed hardly worth it, especially as patches of mist had settled on parts of the course. Just to add to the difficulty, these patches didn't even stay put, but kept shifting around. Otherwise all was O.K., and the engine hummed away beautifully.

I don't know why it should be so, but during the night at Spa driving seemed to be of a much lower standard than at Le Mans. This also applied during the day, to a lesser degree. Maybe it's the altitude. One trick that was fairly common was for a slower driver to see you in his mirror, pull over, wave you on, then dart back to the crown of the road. This happened to me once at the beginning of the Masta Straight. Charles Brackenbury in

the six-cylinder Aston Martin was on my tail and following through when a Belgian in a Delage waved me on and then swung back. This was quite something for a moment, but it sorted itself out. I well remember Charles finally sweeping by, leaning out and making some very expressive gestures indeed to the startled Belgian merchant.

Thompson Takes Over

At 4 a.m. Eric took over again, after I had carried out a little body maintenance. We were now beginning to pay the penalty of our ultra light coachwork. The other two cars, especially Peter Clark's, had covered only a fraction of our Le Mans mileage, so Eric and I were the first to feel the effects of the rough road past the pits, which seemed to have its bumps graduated in a manner specially designed to punish H.R.G.s. Our coachwork was splitting ominously in several places, and shortly after Jack Scott began to suffer in a similar way.

About this time the 1½-litre Gordini Simcas began to give trouble, which ended later on in retirement. We were well up in the 1½-litre class, and as the Italians had lost one of their rapid Fiats we began to keep our fingers crossed about the Team Prize. These hopes were soon dashed by Mort, who came in slowly with a nasty knock. This turned out to be piston trouble, but the car was able to stagger along slowly on three cylinders.

The Scott-Pilette car was next in trouble, when the radiator and fuel tank began to break away. After spending a long time at the pits faking up a repair, they were able to push on at only slightly reduced speed.

Later on in the morning, the fuel tank in our car broke away from its mountings with a horrible crash. We had to drain the tank before effecting a wonderful Heath Robinson repair with the aid of yards of rope and a broomstick. All this took over half an hour, but as we were the only complete team left which was able to keep going the delay didn't matter a great deal. For the whole of my last spell the body was getting into such a state that I had to slow right down over the bad sections—when passing the pits it sounded like a cart load of

empty dustbins, which was most embarrassing—but the gallant chassis would still knock up nearly 100 m.p.h. along the smoother straight.

Towards the end of the race Chinetti rolled the Ferrari over at Stavelot hairpin, which looked as though Jock Horsfall would win the 2-litre class. But Chinetti fought off the ambulance men, friends tipped the car back on its wheels, and he carried on to win the class. This earned him a terrific reception, but poor old Jock came in for an even bigger round of applause on completing his incredible 24 hours without any relief whatever.

Four p.m. struck, and once again I had the thrill of motoring the H.R.G. past the chequered flag, winner of the 1½-litre class for the second time in three weeks. Eric and I had never expected our luck to be repeated, especially as the opposition was even stronger here. But I think that is one of the exciting parts of motor racing—victory not always going to the most rapid or most expensive car. The opposition on this occasion had completely blown up but we hadn't, and the three cars had got there under their own steam even if rather slowly. Eric and I had averaged about 65 as against our 71 m.p.h. at Le Mans. We had very nearly finished as a bare chassis but the engine was running just as well at

the 48th hour as in the beginning. Four H.R.G.s had started and four had finished, Brock and Wright being second in the class—a very fine performance for a car that really is used by its owner for daily business trips.

We had spent so much time on coachwork repairs in the pits that Tommy Wisdom and Anthony Hume actually covered a slightly bigger mileage than we did, as the Javelin, in its first race, had run like a train throughout. They had lost no time at all in the pits, their routine stops being a model of efficiency. I believe their wheel changes and refuelling were the slickest efforts of the entire entry.

At the prize-giving next day we were overloaded with enormous cups and trophies. In addition to the principal prize, the Coupe du Roi Albert for the best team, we carried off the Winston Churchill Challenge Cup for the best-placed British car, and the Richard Seaman Cup for the best-placed British drivers. We felt a bit guilty about all this, as the Javelin had covered a greater distance, so Eric and I carried back some of the ironmongery to the officials and said so. Apparently the Belgians don't think the touring class counts. Under the regulations we had won the prizes and they would hear no argument about it, so that was that.



The Brock-Wright H.R.G. chasing a Fiat "1.100" at Stavelot, during the Spa 24-Hours' Race

ONE of the most notable features of the 1950 racing season was the immensely impressive show which the Aston Martin team put up in the principal sports car races. It was not only their high speed and reliability which gained golden opinions from knowledgeable spectators, but their obvious superiority in the road-holding department. One eventually became accustomed to the complete steadiness of the A.M. saloons on corners, while all about them open two-seaters of other makes rolled to frightening angles, and it was soon apparent that a production car had at last arrived which had the handling qualities of a full grand prix machine.

It was thus with a good deal of pleasant anticipation that I took over a DB2 for a few days, especially since "mine" was one of the actual team cars. For racing, a 120 b.h.p. "Vantage" engine, with 8.16 to 1 compression ratio, was used, but this had been replaced by the normal 105 b.h.p. unit (6.5 to 1 ratio). Naturally, the optional high-compression model is a little choosy about its fuel, but in the form in which I tested it, the machine was entirely happy on Pool petrol, and would neither pink nor run on under any conditions.

Surprising Flexibility

The flexibility of the engine is the first surprise, for the car will trickle along in heavy traffic on its 3.77 to 1 top gear, and gather speed smoothly at a touch of the accelerator. Its town manners are, in fact, impeccable, and this is an entirely suitable conveyance for business and social purposes. The body is most luxuriously appointed, with every possible comfort, including an efficient heater, and when driven gently this is an exceptionally quiet car, with only a low burble from the exhaust to hint at the other side of its personality.

On leaving the built-up areas, a sudden metamorphosis takes place, and in spite of the closed body, one feels as though one is at the wheel of a racing car. A glance at the data panel will show that the acceleration is quite out of the ordinary, but even these excellent figures do not tell the whole story. The point is that the ratios have been so well chosen that one always seems to have exactly the right gear



JOHN BOLSTER TESTS The DB2 Aston Martin Sports Saloon

An 110 m.p.h. Modern Car of Great Charm.
Notable for its Remarkable Road-Holding.

for the job in hand, and the very wide revolution range of the twin-cam engine means that one doesn't have to change up in the middle of a tricky piece of passing.

Many modern cars are handicapped by having too great a gap between third and top speeds. The Aston Martin has a splendid third gear, on which 90 m.p.h. may be easily exceeded, and the central lever is well situated and light to handle; nor could the actual change be simpler. A steering column gear lever is available, but I prefer the present arrangement. The box itself is very quiet on all gears, and thus it is no hardship to stay in third for several miles on end, if the rapid negotiation of a winding piece of road is the object. It is most exhilarating to see the speedometer needle swing round towards the 90

(Top) The DB2 Aston Martin travelling at about 100 m.p.h. on an curve.


(Right) Low build of the car is emphasized, as six foot or so of John Bolster stands behind it.



mark on every short straight, and the 60 m.p.h. second gear fairly hurls one away from the slower bends.

The maximum speed of 110 m.p.h. is, of course, outstanding, and another seven m.p.h. or so is available if the high-compression engine is specified. The "full ton" comes up with almost monotonous regularity on any reasonably clear road, and the car is not mechanically noisy at this velocity, nor do wind sounds obtrude.

Such performance would be



driver can sit in a relaxed attitude, without in any way having to "hold" the car.

No doubt the majority of owners will regard the DB2 as a de luxe high-speed touring car in the grand manner. Some buyers, however, will wish to take part in speed events, and I therefore thought it proper, for part of my test, to handle the machine in the style of the racing driver. I can say at once that it responds magnificently to the four wheel drift technique, and that even the most extreme methods fail to show up any tricks or vices. I remember one particular curve, which was wet and glistening with rain, through which I slid under full control at just over the century. I also attained 110 m.p.h. on the road after dark, which should satisfy prospective Le Mans competitors as to the efficacy of the headlamps.



unusable if a high standard of road-holding were not provided, but that is just where the DB2 excels. The suspension is remarkably comfortable, and the car is as nearly impervious to changes of surface and camber as anything that has yet been produced. I would go so far as to say that, in the matter of high-speed cornering and general controllability, I know of no production car which can approach this Aston Martin. Even at its maximum speed, it runs entirely straight and true, and the

A car as fast as this makes altogether exceptional demands on its brakes, and to drive at the speeds I have mentioned calls for frequent powerful applications. I found them entirely adequate at all times, and was quite unable to make them fade. They were always smooth and constant in action, and could be applied hard at maximum speed without any risk of deviation. No fierceness or grabbing was ever apparent, and it would appear that a very severe problem has now been

overcome. Air vents in the front of the body carry a cooling draught to the drums, and the proper racing wire wheels are no doubt most helpful in allowing free circulation. The friction lining area is 152 square inches.

The actual design and construction of the DB2 are now too well known for a complete description to be necessary, but it might be worth recalling the main features. The chassis frame is a most elaborate piece of work, and is welded up from numerous straight lengths of steel tube, square in section. It forms, in effect, a series of triangles, and is immensely rigid, though moderate in weight. The very fine roadholding no doubt owes a good deal to the exceptional sturdiness of this basic structure.

The suspension is by helical springs, both at the front and at the rear, with hydraulic dampers. In front, two parallel trailing arms are used, of which the lower pair are joined by an anti-roll torsion bar. This is situated inside a tubular cross member, which is filled with oil for the lubrication of the bearings of the suspension and steering assembly. The total permitted movement is 3 ins. to full bump, plus 2 ins. rebound. The Adamant worm and roller steering gear operates via a drag link, bell crank, and split track rod.

Parallel Trailing Arms

Parallel trailing arms are again employed at the rear, and the axle is located laterally by a Panhard rod. It is thus much more accurately positioned than if it were left to the vagaries of leaf springs, and the roll centre can be set at the optimum height. From the static position the axle is allowed 4 ins. upward and 3 ins. downward movement.

If rigidity is the keynote of the chassis design, it is certainly an equally vital feature of the engine. The counterbalanced crankshaft has considerable overlap between the main and big end journals, and is inserted axially in a barrel-type crankcase with its four bearing housings. This is fundamentally the most rigid method of construction.

Wet liners ensure good wearing qualities and even cooling, and the water circulation round the head is



Three-quarters rear view of the well-proportioned DB2 Aston Martin saloon. The car has excellent luggage accommodation making it ideal for Continental fast touring.

Specification and Performance Data

Car Tested.—Aston Martin DB2 Sports Saloon, price £1,498 (plus £416 17s. 3d purchase tax)

Engine.—6 cylinders 78 mm. x 90 mm (2,580 c.c.). Twin overhead camshafts. 105 b.h.p. at 5,000 r.p.m., compression ratio 6.5 to 1. Twin S.U. carburettors. Lucas coil and distributor with automatic advance

Transmission.—Borg and Beck clutch David Brown 4-speed gearbox with remote control, ratios 3.77, 4.75, 7.05 and 11.03 to 1. Hardy Spicer propeller shaft. Hypoid bevel rear axle

Chassis.—Built up of square section tubes. Front suspension by independent helical springs and trailing arms. Rear suspension by helical springs, parallelogram linkages, and Panhard rod. Armstrong hydraulic shock absorbers. Racing-type wire wheels with knock-off caps: fitted 6.00 ins. x 16 ins. tyres. Girling hydraulic brakes with 12 ins. drums

Equipment.—Lucas 12-volt lighting and starting. Speedometer, revolution counter, water temperature, oil pressure, combined fuel and oil level gauge, and ammeter. Smith heater and demister

Dimensions.—Wheelbase 8 ft. 3 ins. Track 4 ft. 6 ins. Overall length 13 ft 6½ ins. Width 5 ft. 5 ins. Height 4 ft 5½ ins. Ground clearance 8½ ins. Turning circle 32 ft. Weight as tested 219 cwt

Performance.—Maximum speed 110 m.p.h. Speeds in gears, 3rd 92 m.p.h. 2nd 62 m.p.h.; 1st 40 m.p.h. Acceleration 0-50 m.p.h. 8½ secs., 0-60 m.p.h. 10½ secs., 0-100 m.p.h. 35½ secs

Fuel Consumption.—20-24 m.p.g. (19 gallon tank with reserve)

The DB2 Aston Martin—continued assisted by the very small bosses which the 10 mm. sparking plugs require. The two overhead camshafts are chain-driven, and operate the valves directly through thimbles. This power unit is equally happy at all speeds within its very wide range, but at the top end it feels exactly like a superb racing engine. By that I mean that it is obviously designed to go on giving its peak power output indefinitely, whereas with most normal cars it is highly advisable to use the maximum performance for short bursts only. The result is that the Aston Martin has no particular cruising speed, and only traffic conditions or the mood of the driver dictate the rate of travel.

The body is of stressed skin construction, with light alloy panels on a welded steel framework. It is insulated from the chassis by Silent-bloc rubber mountings, and is notably quiet, no rattles, creaks, or road noises being apparent. The complete bonnet and mudguard assembly hinges forward on a pivot at the front of the chassis, giving good accessibility. On removal of the pins, the whole front section can be withdrawn, leaving the chassis com-

pletely stripped as far back as the bulkhead.

In an age when vulgarity and ostentation are the order of the day, the plain purity of line of the DB2 gives one great pleasure. No garish decoration mars the functional beauty of the aerodynamic body, and its very low wind resistance makes an important contribution to the high-speed performance. Let the spivs and the wide boys keep their chromium-plated "Wurlitzers", for this is a gentleman's car!

(Continued on page 276)

Hinged front lifted to reveal the twin-o.h.c. 2.6-litre engine, helical spring i.f.s., battery, header tank and the very accessible engine components. This is the standard, 105 b.h.p. power-unit



The Overhead Camshaft M.G.s

THEIR OVERHAUL & MAINTENANCE

by Philip H. Smith, A.M.I.Mech.E.

WITH work on the carburettors completed, and their correct fitting to the induction manifold carried out as previously described, we are now just about ready for a preliminary start-up. Before taking this action, there are a few final checks to be made.

Firstly, the ignition timing. Examination of the fly-wheel through the clutch inspection aperture will show that, approximately $1\frac{1}{2}$ ins. in advance of the TDC marking for cylinders 1 and 4, there is an "Ign" marking. If this mark is located centrally in the aperture by movement of the crankshaft, the contact-breaker points should be just about to break on the appropriate cylinder, and if necessary the distributor body must be rotated to arrange this. The final setting will, of course, have to be determined on the road, but this rough timing will be sufficient for the preliminaries.

The contact-breaker gap was originally specified as between .015 in. and .018 in., but it will in all probability be found that a smaller gap, of say .012 in., will give better results. This again can be settled under service conditions.

The owner may have his own pet make of sparking plug, and so long as he uses the correct type for the engine, all will be well. The makers of the car favour Champion L10 for fast work, and a gap of .018 in. to .020 in. gives the best results.

As regards the valve-rocker clearance, this is finally set when the engine has attained its normal running temperature. All we want just now is plenty of running clearance, and if all rockers are set at about .010 in., this will be safe.

Clutch Adjustment

It will be as well to adjust the clutch withdrawal mechanism at this stage, as the setting will have been disturbed during the overhaul. The disengagement is effected by means of four spring-loaded fingers, or levers, actuated by a fabric-faced disc adjacent to the thrust race. Each of the four levers has its own adjusting screw, and it is essential that all four are equally adjusted. With everything correct, it should be possible to insert a gauge having a thickness of $\frac{3}{16}$ in. between the fabric-faced disc and the thrust race. It is also easy to check that the four fingers have been dealt with equally by noting whether the disc wobbles axially when the crankshaft is turned. It should, of course, rotate perfectly true, so that when the pedal is depressed, the thrust race meets it squarely. There is no difficulty in arriving at correct adjustment with a bit of patience, but a worth-while tip when carrying out the setting, is to anchor the spanner, gauge, and any other tools used, with a length of string to some external object. It is

extremely difficult to retrieve such objects from the depths of the clutch housing! The gauge required can easily be made from a strip of mild steel filed to the required thickness. Incidentally, the clutch lubrication is by grease gun to the nipple provided, using Duckham's Hardy-Spicer grease, or similar. Do not overdo this, every 2,000 miles is ample and only a little at that.

Whilst on the subject of clutches, a few notes for owners of older models may be helpful, as these differ from P/PB cars in many respects. Types M, D, J, and F require the clearance measuring at two places; that is, between the extremities of the fingers and the ball-race ($3/32$ in.), and between the adjusting screws and the thrust pins (.010 in.). Some of these clutches also have oilers for the thrust race, and need attention—a few drops of engine oil—every 500 miles.

So much for the clutch. The rocker-box can next be replaced, but need only be lightly tightened down as it will have to come off again after warming-up. Before fitting it, just have a final look around the head to see that all is in place, and no odd screws or tools have been left about. Then couple up the tachometer drive, and the other miscellaneous items such as dynamo and starter wiring, controls and so forth.

Starting Procedure

A spot of engine oil, or of your favourite upper-cylinder lubricant, in the fuel, is a good thing. With regard to the latter, it is as well to obtain the M.G. factory's advice, particularly where graphited brands are concerned. It is essential that the battery is in first-class condition for the preliminary start, as the engine may have to be buzzed round for quite a time before anything happens; on the other hand, it may fire immediately. After checking all oil levels and radiator water, a start can be essayed. If nothing happens after a reasonable interval, have a look round, and verify that fuel supply and "sparks" are O.K. Faulty timing is invariably accompanied by easily-recognizable "noises off"; so we will assume that a start is in fact accomplished, and that all four cylinders go into action. Note the oil pressure immediately; this should be about 60 lbs. when hot, but with a reconditioned engine will be considerably higher for the first few miles. In any case, do not worry about the reading so long as it is well up; with the oil cold it may go over the 100 mark, but should fall as the engine warms. If it does not, attention to the relief valve spring may be advisable, but that can wait for the moment.

(To be continued)



A Miniature Monte Carlo

P. Riley (Austin A40) Victor in
Cambridge University A.C. Rally

ON the morning of 10th February 42 intrepid folk left starting points at Bedford and Leeds with 550 wintry miles ahead.

By dusk all but number one had completed the 190 miles to Rosedale Abbey, Yorkshire. This was an easy section, the only excitement being the hectic arrival of Ripper's J.B.M. two hours early because he thought 1935 hours was 5.35 p.m.! By now it was dark and competitors soon encountered fog and snow-bound roads on their way to Middleton-upon-Leven, the next control. Marks embedded his Standard 8 in a snow-drift, Ashby's 4/4 Morgan came to blows with a Javelin and Y.S.C.C. secretary, Jack Lister, put Lambert's Allard coupé down "into the woods". The Allard was extricated quite undamaged by 16 men and a Ferguson tractor. Only 14 entrants arrived on time including Peter Riley's A40 in spite of a 10-minute wheel change.

Then west to Tan Hill Inn in the Yorkshire dales where the Eskimo-hooded marshals checked only 13 cars on time. By this stage the tail-enders were up to two hours late and 11 had retired. The route now led to Buckden Wharfedale over Stonesdale moor, the Buttertubs and Oughtershaw moss; the latter being blocked at the summit caused much



WINNING CREW (L. to R.)
Mrs. Pat Preston, Peter Riley and
Mottram Rankin with the winning
Austin A40

grief to the people who did not take the precaution of inquiring in Hawes, so that by Buckden all competitors were late. The J.B.M. was abandoned on the Buttertubs, clutchless and gearless.

Leaving the hills for Holmfirth, south of Huddersfield, there was more 10/10 fog but Riley's A40, due to the Radar-like instructions of navigator Mottram Rankin, made up not only the 12 minutes lost at Buckden, but also sufficient time to fit a new tube and refuel. All the others were still behind schedule.

More hills to the Hollingclough

MINIATURE "MONTE": Competitors passing through the first control at Rosedale Abbey, Yorkshire.

check near Buxton where the A40 and now Broadbent's Singer Nine were on time. From here to base heavy rain replaced fog and snow so that most were able to make up much of their lost time.

Twenty-two of the 23 finishers went through driving tests at Bedford in the grey dawn of a wet Sunday. Marks, arriving after a great effort at midday, produced a check card signed by anybody who could write at that hour on Sunday morning.

Great credit must go to the organizers and the frozen but cheerful marshals who soothed the tired, late and harassed crews. The survivors breakfasted at the University Arms, Cambridge.

* * *

The DB2 Aston Martin—continued
from page 274.

From outside, this appears to be a small, compact vehicle, but when one takes one's seat, the body seems remarkably spacious. One automatically has visions of setting off on a Continental *tour à deux*, with a month's luggage stowed in the large rear compartment; and would that it were I! For shorter journeys, the centre arm rest can be folded away and a third passenger accommodated on the wide front seat. As a temporary measure, there is adequate room for a fourth person to sit sideways in the back of the car.

I have no space to detail the elaborate equipment provided, or to go into all the features incorporated for the driver's convenience. Suffice it to say that the standard of construction and finish are far ahead of what is normally offered these days, and this should still be a young car when its contemporaries are senile and decrepit. Best of all, a British firm has at last broken the Italian monopoly in beautiful high-speed saloons.

This is an expensive car, and one would not expect it to be otherwise. Nevertheless, having regard to current prices, I consider that for sheer intrinsic value, this is really one of the cheapest cars on the market.

Correspondence

WE are delighted to receive letters intended for publication. We do not insist on typewritten copy, but please write in a hand we can decipher, and on one side of the note-paper. The Editor is not, of course, bound to be in agreement with opinions expressed by readers, but this does not mean that subjects will be excluded on these grounds.

No "Q" Magistrates, Please!

RUSSELL LOWRY's remarks regarding the need for first-class drivers of "Q" cars (Vol. 2, No. 6) prompts me to add the need for competent magistrates to try the cases.

Having been fined £5 with licence endorsed for exceeding the speed limit in a built-up area I now find that a court in the same district imposed a fine of 10s. for dangerous driving on the driver of a lorry who caused damage to the extent of £350 to a friend's car!

If we are to be caught by disguised policemen, I hope we are not to be caught by unjust magistrates.

R. P. STEVENS

PURLEY, READING.

The Monaco "500"

YOUR writer B. T. Pritchard Lovell incorrectly attributes the "Monaco 500" to Mr. McLachlan's design (2nd February, 1951). I would respectfully point out that general layout and detail design was produced by the undersigned working under the guidance of Monaco's chief draughtsman, Mr. B. Sharpe, and the late Peter Monkhouse. Mr. McLachlan was at the time engaged in the development and testing of the "Monaco" Aero Engine.

In the same issue in Seasonal Survey Part VI you state the Blandford Trophy Formula 2 race was won by E. K. Lund's Lea Francis Special; this should read, Ted Lund driving the Skelly Lea-Francis Special.

ROY H. KETTLE, A.M.I.M.E.C.E.

CHEYLESMORE, COVENTRY.

Hot-rods and Sports Car Racing

I AM afraid that an error crept into Mr. Everard Boyd's article on the California hot-rod, 29th December, 1950.

Mr. Boyd says: "...the promised renaissance of road racing in America has been mainly due to the persistence, skill and extraordinary ingenuity of once-despised fireballs and hot-irons, who scared the pants off other highway users in California, etc., etc."

This is not the case. The typical hot-rod driver is not now and never was much interested in road-racing in the proper sense of the word. The rodders are interested in acceleration and top speed to the exclusion of everything else. Their ideal course would be dead smooth, string-straight and four miles long, and they would run over it one at a time against the clock.

Modern American road-racing was brought to life in the 1930s by the A.R.C.A. (Automobile Racing Club of America), by the late Sam Collier and his brother, Miles. The post-war renaissance was largely generated by these same two men and by others notably Cameron Argelsinger and Bruce Stevenson operating through the Sports Car Club of America. Another factor not to be overlooked was the appearance, beginning in October, 1948, of a series of articles on motoring in *True* Magazine by the Editor, Ken W. Purdy. Since *True* has a circulation of around 1,500,000 and since it was the first magazine of general circulation in several decades to carry a series of automobile subjects, the impact was formidable. At least one major dealer has stated that the *True* articles have sold more imported cars in America than any other single factor.

This was certainly the case in the article dealing with the MG, and the MG is the backbone of U.S. road-racing.

It should be noted, too, that hot-rods are generally excluded from sports-car events in this country. This may be unjust, but it is a fact, and it mitigates against contribution by them.

HAROLD R. JOHNSON.

SYRACUSE, NEW YORK.

Trials Specials

As the undesirable character who started the Trials Special controversy may I prove that the old dog, now somewhat battered, can still produce the odd bite.

It is interesting to note that the general trend of the commonsense writers, as opposed to the "I must have my mud" enthusiasts, has been against these fascinating devices with engine, gearbox, battery, fuel tank, spare wheels, driver and passenger all centred over, just before or well aft of the back axle.

I drove a modern trials car, admittedly at a somewhat illegal velocity, several times over a really splendid bump in Queen's Gate, when heading North. The resultant acrobatics were, to say the least, invigorating, but I feel that it should not have been possible, in a vehicle taxed for road use, to cross your arms each way in a somewhat leisurely manner while still holding the steering wheel, before the front wheels got back on the deck again.

This sort of steering can only be described as retrogressive and it is high time that something was done. There seems to be a lot of plain horse-sense in H. Gordon Ineson's suggestion.

May I apologize for possibly upsetting the "Bog Hoppers" once again.

JAMES BOOTHBY.

LONDON, S.W.7.

As it has become quite common recently to read in the correspondence columns of *AUTOSPORT* of freak trials cars, trials cars with crazy weight distribution and sundry other "weird" vehicles I would like, as a regular competitor in sporting trials, to ask the various contributors just where these cars can be found, and in what trials they may be seen; or, in case these people refer to the normal present day entry when they write, could we perhaps have some actual examples quoted so that there is a case to answer and not just vague suggestions of a dangerous trend in the sport.

I would like also, while on the subject of trials, to remind the many people whose names appear at the foot of a letter of criticism but not in the trials entry list, that it is the competitor who decides, through his club committee, just what shape and form the trials organized by his club will take, and it is he who pays for the competition provided not the person who comes along, even, to quote H. Gordon Ineson (*AUTOSPORT*, 16th February, 1951), for more than 20 years for a free show.

I feel also that, with the present trend in trials cars, they are now more than ever before within the pocket of the average enthusiast so I would like to suggest that if a person is sufficiently interested in the sport to voice an opinion about it he does one of the following:—Buys or builds a car and has a go, passengers, helps with the organization, or shuts up.

A. E. RUMFITT

SEVEN KINGS, ESSEX.

WHILST it is not my normal habit to write to journals on extremely controversial subjects, I feel that the two letters by Messrs. Ineson and Barlow in the 16th February issue of your excellent journal require comment and debunking.

To deal with Mr. Barlow's remarks on knobby tyres, he must surely be unaware that it was under Government direction that this type of tyre was banned.

If he has ever cruised quietly along on a motor-cycle on a sunny dry afternoon with a slightly inexperienced passenger

(Continued overleaf)

Correspondence—contd.

on the back and has suddenly arrived at the junction of a "colonial" section and the main road, he would realize that 2 ins. of mud on an otherwise dry road can cause a little concern.

Mr. Ineson suggests some sweeping changes—(a) If the engine timing chest is to be no further than 6 ins. from the front axle it will be a little hard on the drivers of many pre-war cars. He should go and measure an H.R.G. or an Allard, to mention but two post-war types which don't comply. The road-holding of the former is excellent (I have driven one), as to the latter I haven't driven one but people do talk.

(b) The back of the driver's seat has to be according to G.C.R. in front of the rear axle so why worry the poor scrubber with a 10 in. rule?

(c) One can easily add more weight over the back axle but surely this would confound his previous arguments and give the car freak weight distribution with additional weight to induce tyre roll.

However, destructive criticism is poor wit and, no doubt, both types mean well so here are my own suggestions—

(1) That the driver's feet when normally seated shall be behind the flywheel housing. (A vision of the Crest standing like Boadicea in her chariot with reins attached to his track rod is immediately conjured up but he must catch a cold one day.)

(2) Time checks should be rigidly enforced with no adjustments to any part of the vehicle permitted inside checks. A driving test involving one or two tight turns with flat tyres would soon induce higher pressures. So all the wealthy types would carry an air bottle and would blow them up before the test. However, if the route to the next observed section or test were handed to the driver when he checked out from the previous test or section with no indication of what came next he would be forced to blow his tyres up each time which would be an excellent thing.

Finally, if most people think that things are getting beyond a joke then why are trials becoming more popular?

TED PATERSON

EDINBURGH, 9

Ford r.p.m. in Ulster

I HAVE read the letter from Wilson McComb re Ford revs. in Ulster and I still consider 7,000 r.p.m. under load on an un-supercharged Ford 10 is a leg pull.

I must try the commercial clutch some time to see if I can get the extra 1,000 r.p.m. I shall not be able to try the commercial crankshaft as there is no such thing for the Ford 10—in England anyway—they must have cornered them all in Ulster. Perhaps Wilson means commercial starting-handle. May I suggest they are also putting 12 volts through the 6-volt starter motor which is most unfair.

If an "1172" formula can be evolved we shall no doubt give the Ulster Hybrids a run for their money but on the face of it we may find that the Northern Ireland cars are Ford in name only.

H. H. CRYER

LEEDS, 3

British Supremacy in Formula 3

I WAS very pleased to note the contents of Mr. Cooper's letter in the 2nd February issue of AUTOSPORT.

Unfortunately, I only wish I could share Mr. Cooper's optimistic outlook regarding British supremacy in International Formula 3 racing. However, it is reassuring to know that Mr. Cooper has sufficient "up his sleeve" to feel certain of successes during the coming season, and of course always has the advantage of being able to find at least 75 per cent. of the entries at most events.

When I am writing this letter I expect that he will be trying for our records at Montlhéry, and whilst I would naturally like to retain these, it is not such a blow to lose them to a British manufacturer, especially if he is fortunate enough to go and take the three-hour record and longer distance records from foreign competitors.

This, of course, does not mean that the Kieft 500 has made

its last appearance at Montlhéry, on the contrary, successes by the Cooper will mean that we will have to find more "horses" with a reduction of weight when we visit Montlhéry again later in the season to recapture the records we lose and possibly extend our list of records.

The coming season offers the British motorist public the keenest motor racing competition, with a possibility of four or five works' teams in the field, and I feel that this type of competition is necessary to ensure British supremacy in International Formula 3 racing.

CYRIL KIEFT

(Kieft Car Construction Co., Ltd.)

BRIDGEND, S. WALES.

"Death Dicing—and How!"

AFTER reading "Death Dicing—and How!" I am thoroughly disgusted that your most excellent publication on motor sport should stoop so low and include such utter tripe.

I am sure that the majority of pukka enthusiasts want facts and good technical articles with drawings, tons of 'em! (My friends and I can understand them better!)

Come, come now, put a sock in it—let's have some good technical articles and drawings on literally anything from quick filler cut-off nozzles to engines.

BRIAN F. ASHBY

MAIDSTONE, KENT

As a schoolmaster, your lampoon "Death Dicing—and How!" proved of more than ordinary interest. By a strange coincidence, a copy of what presumably is the original manuscript came into my hands before I read your article. It was being perused between the covers of Ovid, and when I administered a wiggling to the culprit he remarked "But Sir, it is such priceless balderdash!"

I blush to admit that I also had a peep, and thoroughly confirm D—Minor's findings. In presenting this ridiculous rubbish with suitable comments, I hope that you are doing a service to the cause of motor-racing fiction with a factual background. It would appear that the "Penny Dreadful" of Edwardian days is being replaced by the "Sevenpenny Horrible".

H. H. ROSS

SOUTHAMPTON

A One-one-seven-two Club

WITH reference to the recent letters and comments re Ford 10 Specials and in particular, Mr. Scott's suggestion that a race at Silverstone be arranged for these cars it may be as well to remind readers that such a race was organized in each of the past two years by Surbiton at Silverstone and another in 1949 by I believe the Nottingham Sports Car Club at Gippingston Aired Circuit.

With the ever increasing number of Ford 10 Specials it is to be hoped that the lead given by these two clubs will be followed by others. I am all in favour of Wilson McComb's suggestion that a formula for 1172's should be defined to give the impecunious a chance. This formula would of necessity require to be rather different to that of Holland Birkett's 750 c.c. Formula, which, for that category, so wisely stipulates that the cars shall be as near standard as possible for, whereas Austin Sevens were designed and supplied as open cars almost the whole of the Ford 10 Specials are built from components taken from Sevens and used in a variety of frames including quite a number of Austin Sevens which even the most impecunious can afford.

I trust the "750" brigade will not take it as offensive if I generalize and say that in my experience the 1172 c.c. owners are in the main just a little less impecunious.

I think that any reasonable thinking person would agree that for any formula to be successful it should cater for the largest class of owners, be they poor or rich, if only for the reason that no formula can succeed unless it be well supported. Failure to do so must penalize the majority in favour of a minority and would not achieve the desired object which is to give interesting rivalry amongst all the numerous owners of 1172 c.c. engined cars.

I am of the opinion that the best formula and one which would cater for all and penalize the impecunious the least is

the simple one of a minimum weight of say 9 cwt. restricted to single valves only using 50/50 petrol-benzene fuel, free differential gears and a compliance with F.I.A. regulations for sports car bodies. Separate races for blown "1172s" would enable those who use blowers to compete amongst themselves. From my knowledge of Ford 10 Specials a formula as outlined above would give very little gain to "Mr. Moneybags" over less affluent owners, and in stating this I am well aware that a free choice of suspensions, axles, gearboxes, brakes, frames and body styles is given.

Regarding Lieut. Godfrey's admirable suggestion that an 1172 Club be formed, I think that as same would be non-territorial it would be wise if, from the start, sections be formed in different areas of Great Britain (and one for Northern Ireland) on the lines of the M.G. Car Club. Without such sections any club is bound to become virtually localized to one part of the country only, usually that part where the keenest organizing membership exists. Even the most enthusiastic member cannot be expected to travel 200 miles each way for a club event, and it would be, of course, impossible for him to attend evening meetings.

I for one would be pleased to give active support to any such club, and to do a share of the work, and if other 1172 c.c. owners interested would care to write to me, I am prepared to collate the names and make the necessary arrangements for a meeting at some central town when the initial steps can be taken to form the "1172 Club".

C. DEREK F. BICKLER

67, CAVERHAM ROAD, READING, BERKS.

Power from Miniature Engines

THE figures quoted by Mr. Stower for the Dooling 61 (issue dated 16th February) are not, as he states, a typical example; they are, in fact, exceptionally high although quite feasible for a very highly tuned example of so excellent an engine as the Dooling. Typical production engines seldom develop much in excess of about 125 b.h.p. per litre and there is often considerable variation between the power output of different examples of the same make of engine.

These engines are invariably of the 2-stroke type and are made in all sizes between about 0.5 c.c. and 10.0 c.c. Induction on high performance engines is almost always by means of a rotary valve which usually takes the form of a rotating disc at the rear of the crankcase, although some engines employ a hollow crankshaft. The area of all ports is very generous and the arrangement mentioned by Mr. Stower with the exhaust port occupying about 180° on one side of the cylinder and the transfer port about 180°, one or the other is usual on high performance engines although some very good engines utilize annular ports with only very narrow spigots to hold the upper cylinder and guide the piston on the lower part of its travel. This arrangement gives nearly 360° for both transfer and exhaust ports. The crankshaft often runs in two ball-races but plain journal bearings are sometimes used, big and small end bearings are usually plain, although a few engines employ roller bearing big ends. The stroke-bore ratio is usually below unity, light alloy pistons with two rings are common, especially on the larger engines but lapped cast iron pistons without rings are often used and are universal for small engines.

Carburation is achieved by means of an adjustable needle valve jet in the choke tube which draws fuel directly from the tank, no float chamber is employed, updraught, side-draught

and down-draught types are all equally common. The engines usually run on a very rich mixture and unburnt fuel is often expelled from the exhaust ports. There is little reliable data available regarding fuel consumption but it is usually very high, presumably because of the crude carburation and rich mixture. The engines are always air-cooled. Lubrication is achieved by mixing lubricant with the fuel.

B.M.E.P. is quite moderate and the high-power output is achieved because of the high speed of operation, maximum power usually being developed at between 10,000 and 15,000 r.p.m. The small cylinder size enables these speeds to be reached without piston or gas velocities becoming too high. The engines do not rely on any system of resonance in intake or exhaust pipes as suggested by John Bolster; the intake pipe is usually very short and exhaust pipe almost, or even quite, non-existent! Power to weight ratio is also very high and often exceeds 1 b.h.p. per lb. by a substantial margin.

Conventional spark ignition is now obsolete because the weight of the coil ignition equipment is often as great as that of the engine, and two methods of ignition are now in common use. Most really high performance engines use glow-plug ignition; a glow-plug contains a spiral of platinum or nickel wire. To start the engine the plug is connected to a 2-volt battery and the spiral becomes incandescent, promoting combustion when the pressure and temperature of the mixture becomes high enough as T.D.C. is approached on the compression stroke. The action is catalytic and once the engine is running the catalytic action develops enough heat to maintain incandescence and the battery can be disconnected. Compression ignition is also employed; the compression ratio of this type is variable by means of a contra-piston moving in the cylinder head. Compression-ignition engines are not generally so highly developed as glow plug types and 100 b.h.p./litre is not so common, but not by any means unknown.

With regard to fuels, a mixture of methanol and castor oil is usually employed with various additives for glow-plug motors, the compression ratio usually being between 8:1 and 12:1. For compression-ignition types the fuels vary considerably but usually contain a proportion of ether to promote spontaneous combustion of the mixture for starting, together with paraffin or diesel oil and mineral lubricating oil.

DAVID E. CHANDLER, B.Sc. (Eng.)

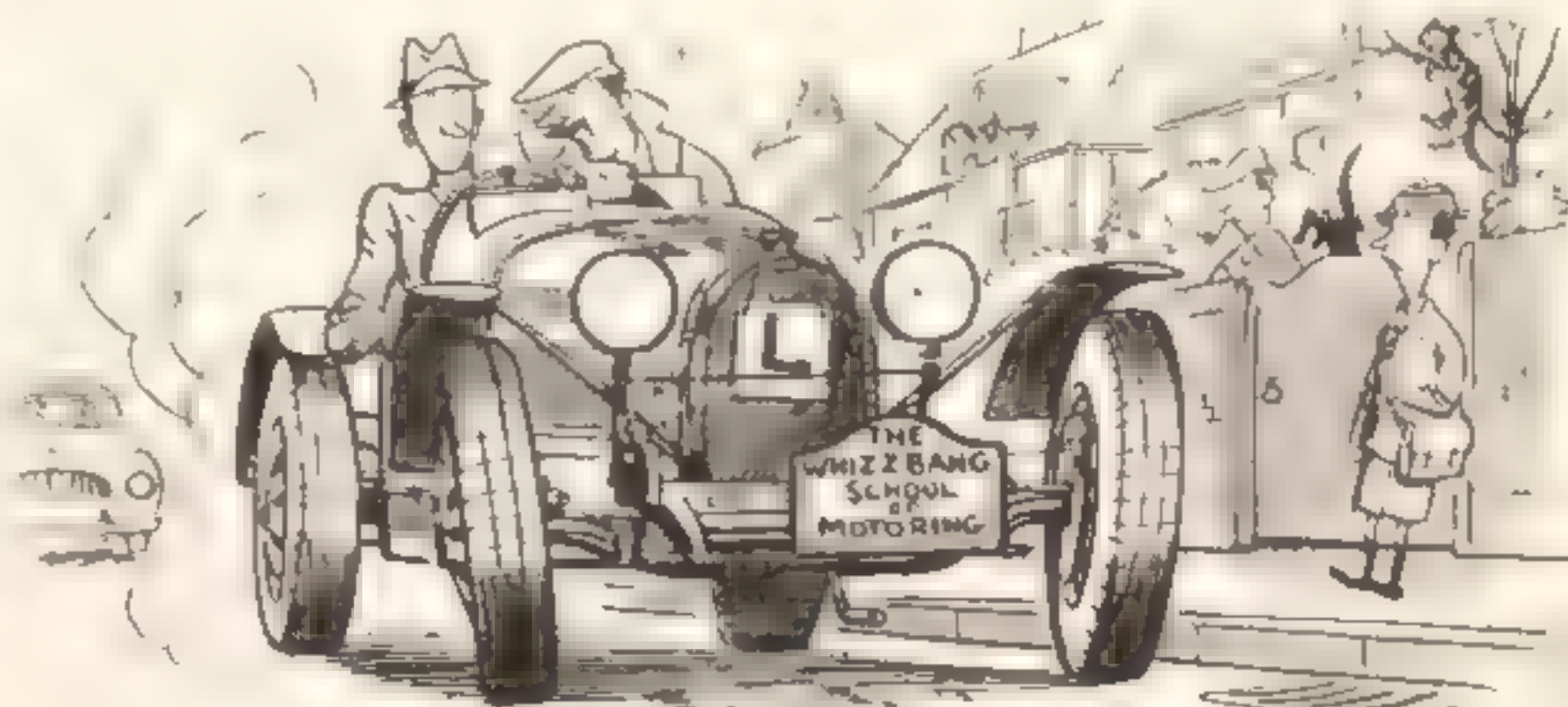
UPMINSTER, ESSEX

Beware the Cure

CLEAR lacquering keeps glitterwearing but new use likely for "posi" if liquor lapped from lacquered cup. Tried it—all right now.

"LIQUOR LEXER".

HARRIGATE



Raymond Jones

March 2, 1951

Club Secretaries are invited to send details of the activities of their Clubs for inclusion in this section. We would like you to regard this in the nature of a weekly Club Magazine, and a speedy way of informing your members as to future happenings.

scheduled speed of 15 miles an hour, with one hour's late allowance at the finish

SOUTHSEA DINNER

THE Southsea Motor Club's Annual Dinner and Dance will be held on Friday, 16th March, 1951, at Kimbell's Clifton Ballroom, Osborne Road, Southsea. Immediately following the dinner, awards for the year's motoring events will be presented to the successful competitors. Tickets at one guinea each are obtainable from W. L. Latter at 16 Romsey Avenue, Fareham, Hants

C.S.M.A. "RELIANCE" TRIAL

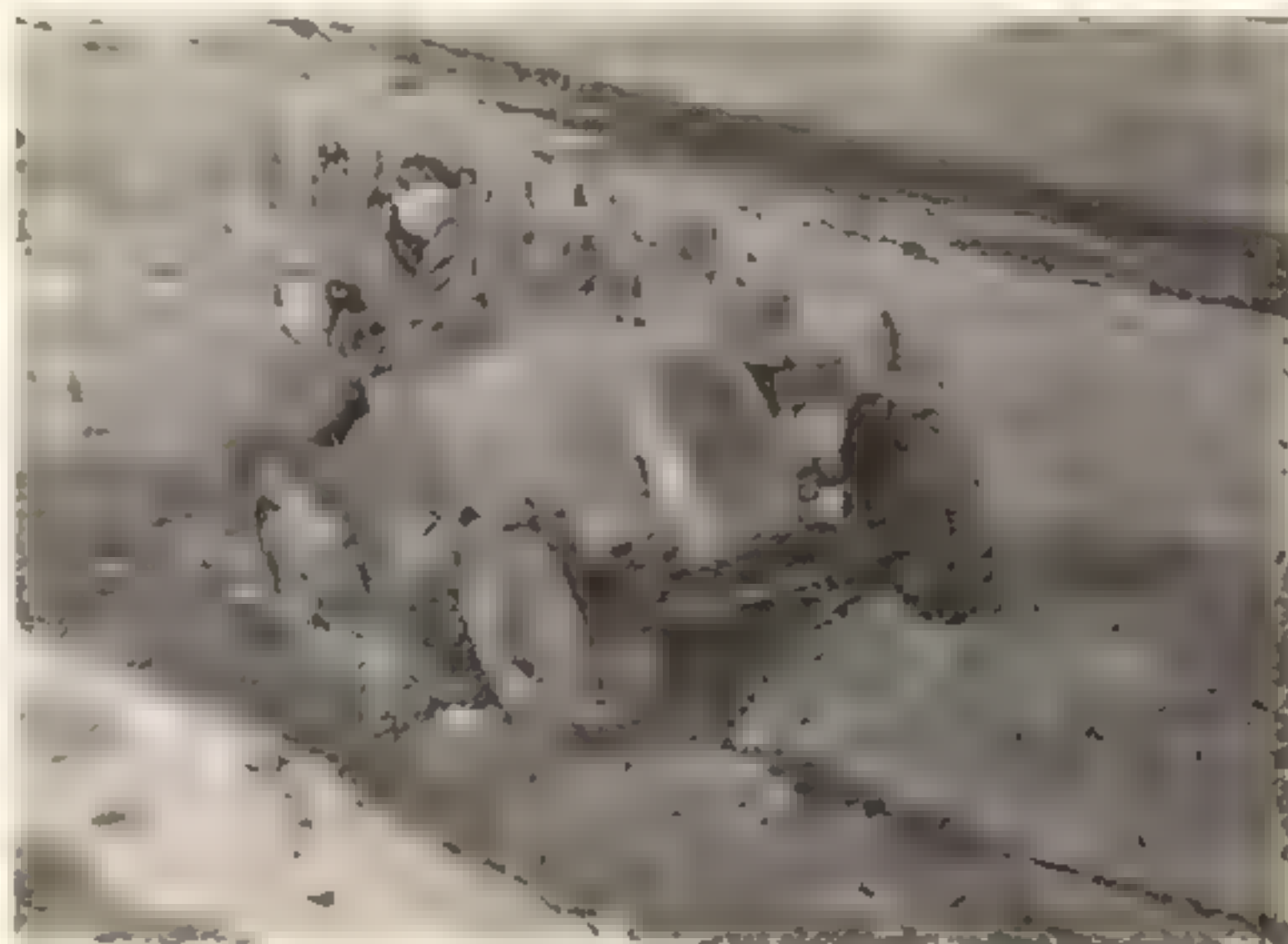
CIVIL Service Motoring Association Ltd., holds its "Reliance" Trial on 4th March, starting at 12 p.m. from Paddock Tea Rooms, Westerham, Kent. The event is of the navigation type, using about 50 miles of main and secondary roads with a couple of special tests.

News from the Clubs

FIRST OF APRIL TRIAL

REGULATIONS are now available for the Bartley Trophy Trial which will be run off by the Chester Motor Club on Sunday the 1st of April. G. H. Pym Williamson, "Borrowdale", Spital Road, Bromborough, Cheshire, is Secretary of the Meeting, and the invited clubs are Crewe & S. Ches M.C., Lincs & Ches C.C., Lincs A.C., Liverpool M.C., Rhyl & D.M.C., Sheffield & Hallamshire M.C., Wirral "100" M.C. The start will be at 11 o'clock from Davies' Garage, Padeswood near Mold, and the finishing check will be at Loggerheads. The course is approximately 40 miles at a

LOTHIAN LARKS: (Top) Bill Lamb urging his Ford 10 up Section Three in the recent Lothian C.C. Trial. (Right) "Willum" Stewart (Ford 10) picks his way over frozen ruts in Section Five of the same trial



ASTON MARTINS AT BRANDS HATCH

Practice for Bol d'Or Race

ON Saturday, 24th February, the Aston Martin Owners' Club migrated in force to Brands Hatch. A number of drivers of the old 1½-litre models intend to race their cars in the 24-hours Bol d'Or this year, and this was the dress rehearsal.

Although Astons have previously won this up-to-1½-litre sports car race, one is filled with admiration for the half-dozen private owners who are going to compete in a Continental event with a model which was discontinued more than 15 years ago. It speaks volumes for the loving care they have bestowed on their cars, and the soundness of the original design.

Brands was lapped in the "wrong" direction; that is to say that the

paddock bend was taken downhill. The affair began in the middle of the afternoon, and a couple of two litres joined the fun, the ex-Horsfall car being perhaps the fastest. As it began to get dark, and the lamps came on, a sight never previously seen in England was witnessed, for road racing in a blaze of headlights has always been a purely Continental manifestation. Signalling and pit stops were practised, and a great deal of valuable experience was gained.

More than 100 miles were covered by all the cars, and no serious troubles were experienced. The evening concluded with an unofficial but highly enjoyable dinner party, at the Bull Hotel, Wrotham.

J.V.B.

750 CLUB DRIVING TESTS

THE Melrose Car Park, on the Knightstone Road, Weston-super-Mare, will see 750 Club, Western Centre, members cavorting in a series of rally-type tests on Saturday, 10th March. The fun begins at 2 p.m., and tea and social get-together will follow.

* * *

BRIGHTON AND HOVE PLANS

THE Brighton and Hove M.C.'s Spring Cup Trial on 18th March starts from Brighton at 11.30 a.m., and finishes at Pulborough. Specials are barred. There will be no "Brighton-Beer" this year, owing to the crowded calendar. Future programme includes film shows and talks by D. B. Tubbs, Gerry Pen-tony, John Eason Gibson and others.

* * *

CHILTERN COMMITTEE CUP TRIAL

BOTH expert and novice sections will be featured in the Chiltern C.C.'s 4th Annual Committee Cup Trial on 4th March, although to win the actual cup, competitors must enter as "experts". The start will be at the Millstream, Amersham, at 11.30 a.m., and the finish will be at Club H.Q., "The George Hotel", Beaconsfield, for tea followed by a film show.

HORSHAM SPRING CUP

THE Horsham and District M.C. and L.C.C. stages its Spring Cup Trial on 1st April, starting at 11.30 a.m. from Rudgwick. Invited clubs are:—Brighton and Hove, Bognor and District, Ceman, Hants and Berks, North-West London, Southsea and "750". Entries close 26th March. Secretary: E. G. Smith, c/o Jackson Bros., Horsham (Telephone: Horsham 1111 (Ext. 5)). Total distance is about 50 miles.

* * *

ISLE OF WIGHT CAR RALLY All-England Event in April to be Sponsored by "Daily Telegraph"

THE enterprising Isle of Wight Car Club, which has been in existence now for over 12 months, is organizing an all-England Rally from 4th-8th April, terminating in the Isle of Wight. The rally, sponsored by the *Daily Telegraph*, who are presenting winners' trophies, is a closed invitation affair, invited clubs being Sunbac, Sheffield and Hallamshire, M.C.C., B.A.R.C., Scottish Sporting, Taunton and Southsea. The journey of approximately 600 miles, is from starting points at Glasgow, London, Harrogate, Warwick or Taunton, and involves a sea crossing for which special car ferries will be laid on. There are classes for catalogue models and "specials", and first

competitors leave at about 8.30 a.m.

On arrival at the Isle of Wight on 5th April, cars will assemble at Sandown for eliminating tests and inspection, and an official welcome and cocktail party will be given to competitors in the evening. On Friday a hillclimb over a tarmac course takes place, and on Saturday the Concours d'Elegance will be held at Ryde, while those not participating in this can undergo a series of tests of lighter nature at Cowes. The rally winds up with a variety show, a film, and prize-giving in the evening.

Entries close on 10th March, the Club's address being Bembridge Airport, I.O.W.

GEOFFREY ANSELL

IT is with deep regret that we record the death, after a short illness, of Geoffrey Ansell. This driver sprang into prominence in 1948 with his surprise win in the British Empire Trophy Race at Douglas, I.O.M., driving the blue and red E.R.A. previously raced by his cousin, R. E. Ansell. In the British G.P. at Silverstone later that year Geoffrey Ansell had a spectacular accident when the E.R.A. slid off the course, struck a straw barrier and rolled over, its driver emerging shaken but with only minor injuries. He was president of the Southsea M.C., and took an active interest in all club affairs.

SINGER OWNERS' CLUB

A MEETING to form the Singer Owners' Club, mostly catering for the earlier sports and later roadster models will be held at the Salisbury Arms Hotel, Fore Street, Hertford, on Sunday, 4th March, at 10.15 a.m. Come forward all you Le Mans, speed model, 1½-litre, and roadster fans!

* * *

MOSS TROPHY TRIAL

THE Harrow Car Club will be holding its Closed Moss Trophy Trial at Tunnel Hill, Pirbright Common (map reference 912551), on Sunday, 4th March, starting at 11 a.m. The event is for cars complying with the R.A.C. regulations and there are two classes, Class "A" being for cars up to 1,750 c.c. and

(continued overleaf)

Class "B" for cars over 1,750 c.c. and supercharged cars over 1,000 c.c.

The Club is open for entries up to the start at 15s. per car and teams of two cars will be 10s. per team.

LYDSTEP HILL-CLIMB

Tenby M.C. Event on Easter Saturday

THE Tenby Motor Club will be holding the Lydstep Speed Hill-climb on 24th March, Easter Saturday, over their beautiful course in Lydstep Haven, by the Bristol Channel.

There are classes for racing and sports cars, and invited clubs are Sunbac, Hagley and District, ½-litre, Carmarthen, Bugatti, Midland and Bristol M.C. and L.C. Closing date for entries is 12th March.

SEVERN VALLEY MOTOR CLUB

Wreakin Trial

A WELL-CHOSEN 30-mile course gave entrants in the Severn Valley Motor Club Wreakin Trial a very sporting afternoon. The course included three observed sections and four special tests. The final test was delightfully situated near the summit of the Wreakin, within 10 yards of the café which provided a welcome tea.

Up to 1,500 c.c. F. Salmon (Ford Special). Over 1,500 c.c.: E. J. Oakley (Allard) Saloon (Up to 2,000 c.c.): E. Tudor (Ford); Over 2,000 c.c.: W. Cope (Austin A 70).

MIDLAND M.G.—TALK BY JOHN THORNLEY

JOHN THORNLEY is giving a talk at the Grand Hotel, Colmore Row, Birmingham, on Friday the 16th of March. The Centre itself now has a membership strength of 260, so it would seem that with the addition of friends and guests, this expert on maintaining the breed will certainly have a large and enthusiastic audience.

Preparations are going ahead under the guidance of St. John Mitchell, Chairman of the Competition Sub-Committee, for the Centre's Welsh Rally on 21st-22nd April. Last year's event took competitors through interesting country in central Wales, including the Hirnant

Pass, to finish at Cricketh, where 150 members and friends spent a very enjoyable week-end. The Corporation extended an official invitation to the Club to return, and no doubt this year's edition of the Rally will be even better than before.

THE 4/44 TROPHY

REGULATIONS for the Yorkshire Sporting C.C.'s 4/44 Trophy are now available, but entries close mid-day, Monday, the 5th, and are limited to 75. Invited clubs are the Darlington & D.M.C., Lancs. A.C., Lancs. & Ches. C.C., North Midland M.C., Sheffield & Hallamshire M.C., Scottish S.C.C. and B.A.R.C. The Secretary of the Meeting is Gordon Mosby, of "Low Wood", Hebers Ghyll Drive, Ilkley. The start and finish will be at Ilkley, and zero time is 11 a.m. The exact length of the course will appear in the route card, and will include an hour's halt for lunch. Meal arrangements are being made by the club.

NORTH MIDLAND MOTOR CLUB

THE Rising Sun at Banford will be the scene of a Dinner Dance on 9th March, when the season's awards will also be distributed. Cuth. Harrison is chief conspirator, and when he takes things in hand, they generally go pretty fast. Tickets are 15s. each, and though the supply is strictly limited, there may still be some left. The address is 63 London Road, Sheffield. It is said that some very interesting people have been invited as guests.

BENTLEY DRIVERS' CLUB A North Western Branch

A NORTH-WEST Regional Branch of this Club has recently been inaugurated, and was suitably launched at a "Noggin and Natter" on Sunday, 25th February, at Preston. This step will greatly increase the pleasure of Northern members of this august body, and will no doubt help to attract into the fold quite a few Bentleys which are still circulating unadorned by the Club badge. Michael Willoughby, of 42 Ack Lane, Bramhall, Cheshire, already represents the North-West on the

COMING ATTRACTIONS

- 3 March **Australian G.P.**
Bristol M.C. and I.C.C. Half-Day Sporting Trial S. Glos.
Lancashire A.C. Trial
Leinster M.C. Lincoln and Nolan Cup Trial Co. Wicklow Start 2.30 p.m. Keshbegh, Rocky Valley
- 3-4 March **A Staffs M.C. Burnham on Sea Rally** Starting points Newcastle (Staffs), Shrewsbury, Uttoxeter, Bristol, Warwick, approx. 8 a.m.
N. Devon M.C. Trial.
- 4 March **Harrow C.C. Moss Trophy Trial** Start 11 a.m., Tunnel Hill, Pirbright.
Liverpool M.C. Jeans Gold Cup Trial, N. Lancs. Start, 10 a.m. Bayley Arms, Hurst Green, near Longridge
Chilterns C.C. Trial, Start 11.30 a.m., The Millstream, Amersham
Sunbeam-Talbot O.C. Trial, Cotswolds
Shenstone and District M.C. Shenstone Cup Trial, S. Staffs. Start, 1.30 p.m., Plough and Harrow, Shenstone.
Birmingham University M.C. Trial, Bridgnorth
Hants and Berks M.C. Blackwater Trial, Start 12.30 p.m., New Inn, Eversley
Singer Owners' Club Inaugural Meeting, 10.15 a.m., Salisbury Arms Hotel, Fore Street, Hertford
C.S.M.A. Reliance Cup Trial, Kent/Surrey. Start 12 noon, Paddock Tea Rooms, Westerham Kent.
- 6-10 March **Swiss International Rally of the Snows**; finish London

General Committee, and will be glad to hear from Bentley types. The Secretary of the B.D.C. is Lt.-Col. C. H. D. Berthon, of Madges, Long Crendon, Aylesbury, Bucks.

SPORTING OWNERS' FILM SHOW

THE Sporting Owner Drivers' Club held a successful film show on 23rd February, at the Chequers Hotel, Whipsnade. The programme consisted of the Shell "Royal Silverstone 1950", a digest of motoring events for the same year, and a specially exciting film on last year's IT at Douglas, I.O.M.

W/Comdr. Frank Aikens, R.A.F., A.F.C., the victor of the International 500 c.c. Race at the Royal Silverstone, gave an amusing talk on the ways and means of racing the ½-litre jobs. The gathering was well attended by members and friends, old and new.

SCOTCH CORNER

by "BODACH"

Winfield Races — S.S.C.C. and "Mudpluggers" —
Scottish B.T.D.A. Star — The Highland Three Days

HERE is an item of news that I feel should almost be set in heavy capitals. Bill Martin, of Berwick and District M.C., has just been advised that the Winfield race meeting on 21st July will be run under a National permit. Of course, it's too early yet to mention entries, but no effort is being spared to attract the "big guns". The chance of the ordinary folks possessing more prosaic machinery will come on 6th October, which is a Closed Invitation affair.

* * *

TOMORROW (Saturday) at 3 p.m. in the Green Room of the R.S.A.C., Glasgow, members of the Scottish Sporting Car Club are holding their annual general meeting and don't be surprised if there are some pretty verbal duels. Last Sunday (25th February) the S.S.C.C. cancelled its half-day trial owing "to lack of entries", but there are those who think this is not the real reason. They imagine, rightly or wrongly, that the S.S.C.C. is becoming "uppish" and tends now to frown upon the mudplugging brigade with their unorthodox motor-cars. One enthusiast put it to me this way: "Some people believe that trials are finished. Well, that's a moot point, but I object to paying my subscription to a club that has made itself chief mourner before the corpse has been found!" Personally, I think the enthusiasts themselves must share the opprobrium for, despite repeated warnings, they will hold on to their entries until the very last minute. This is, of course, exasperating to all trials organizers.

* * *

THE Scottish Section of the British Trials Drivers' Association has now got into its stride and has announced details of a Scottish Championship Star competition. In this, drivers will nominate eight out of ten events, and the marking goes something like this: 10 points for a win, nine for second, eight for third and so on. The tenth driver will

receive one point as will every finisher. A point to note is that the number of scoring events is limited by a maximum but there is no minimum. Therefore a competitor might be able to qualify for an award by competing in a fewer number of events if he feels he has been able to secure sufficient marks. At the moment leaders in the Scottish Star include T. H. Legget, Nigel Kennedy, George Hendry, Bill Lamb, W. J. Alexander, W. K. Stewart, Peter Goodall, A. Wallace and Jim Morrison. The last named is secretary of the Scottish Section and can always be found at 492 Main Street, Camelon, Falkirk.

By the way, the remaining counting events are as follows: 24th/26th March, Highland Three Days; 8th April, Bains' Trophy Trial; 13th May, Cadgers' Trophy Trial; 14th October, Moorfoots' Trial; 20th October, the S.S.C.C. Half Day; 28th October, the Lothian C.C. Full Day and 18th November the Falkirk and D.M.C. Trial.

* * *

REGULATIONS for the Scottish Sporting Car Club's Highland Three Days' trial and rally are now available. This popular event will be held over the Easter week-end with headquarters at Strathpeffer, but details differ for each event. For instance, the trial starts from Fort William at 10.30 a.m. on Saturday, 24th March, which means staying the Friday night under the shadow of Ben Nevis. And as the southerners gaze at the huge bulk of Britain's highest mountain they may as well remember that it has been climbed on three occasions by cars! No mean feat, they'll agree! Saturday's route covers approximately 90 miles, terminating at Strathpeffer. On the Sunday there will be an out and home trial from the famous Spa and on Easter Monday begins the return journey of some 170 miles to the finish near Stirling. Average speed will vary between 24 and 30 m.p.h. and saloon cars are barred. Apropos the rally. This will

cover in all something like 500 miles through some of the finest scenery in this part of the country. Glasgow and Edinburgh are the two starting controls which will both be left at 9.30 a.m. on the Saturday morning. In this case average speed has been set at 31 m.p.h. Competing cars may be inspected at any part of the route and marks deducted for such items as self-starter not operating, horn out of order, etc. Naturally, there will be special tests, none of which will be too intricate.

So that even the officials will have a jolly time, there will be a reception and ball on the Saturday evening and "Suitable" entertainments provided on the day of rest. Altogether it should be an exciting week-end for both rallyists and trialists, and no doubt the sassenachs will be delighted to quaff a quaiach with the countrymen of "Bodach". However, one little warning. Send your entry *at once* to The Secretary, S.S.C.C., 100 West Regent Street, Glasgow.

THE NORTH MIDLAND MOTOR CLUB KITCHING TROPHY RESULTS

Kitching Trophy: T. C. Harrison (Harford Mark 2).
Parker Trophy: K. Scales (Harford Mark 1).
Noble Trophy: A. W. Lilley (A.W.S.).
Senior Trophy: A. Hopkinson (Bancroft).
Asbury Trophy: R. W. Phillips (Fairley).
Souvenir Awards: J. Clegg (Clegg), W. L. T. Winder (Austin), Miss H. B. Kumble (Ford), A. Haber (Clegg), A. M. Beardsaw (Wharton).
Team Award "Northern Lights": Harrison, Scales, Wilde.
Standard Car: Harrison Trophy: R. Oakes (M.G.), P. M. Dickenson (M.G.).
64 entries, full report and photographs next week.

NOTTINGHAM S.C.C.

"Pilkington" Trophy Trial (Results)

"Pilkington" Trophy (Best Outright Performance): W. W. Cope (4½-litre Lagonda tourer).

N.S.C.C. Cup (Best award in Opposite Class): T. K. Shipside (Morris 10 Speed).

1st Class Awards: I. D. Forbes (Austin A70 Saloon); K. H. Douglas (Austin A70 Speed); B. M. Barton (Talbot 10); P. Scott (Riley Imp.).

2nd Class Awards: S. Merril (Lagonda Rapier Coupe); H. Goodman (12-litre Jaguar Saloon); P. W. Strawson (Rover Speed); C. A. Barker (TC M.G.); R. F. Brookes (A.C. 2 litre Tourer); C. Treen (Treen) Riley; I. Wilson (Riley Tourer).

75 miles course—45 starters.

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 1929 12-81 Alvis Special Trials 2-seater Taxed December. £125
 1931 Wolseley Hornet Sports, Cheap. £70
 1928 21-h.p. Humber Tourer in really fine order runs like a Roils. £90
 1931 21-40 Vauxhall Princetown Tourer in good order. Taxed. £100
 1931 £135

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| 1930 Bentley Speed Six tourer | £280 |
| 1935 Jensen 30 h.p. fitted 91A. chassis | £325 |
| 1934 Alvis Speed Twenty Tourer by Vanden Plas | £275 |
| 1933 Alvis 12 h.p. Firefly Saloon | £145 |
| 1932 Daimler 2-litre motor | £275 |
| 1933 Riley Falcon 15 h.p. saloon re-con. eng. | £150 |
| 1928 Riley 21 h.p. Brooklands Racing Car | £45 |
| 1933 MG, 12, 2-seater (chassis of 1933) | £215 |
| 1939 Ford V8, 22 h.p. saloon one owner | £125 |
| 1937 Ford V8, 30 h.p. Drophead Four-door | £125 |
| 1936 Auburn 30 h.p. Drophead Four-door, Supercharged | £195 |

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1939 Humber 17 de luxe 4-door sun saloon; colour black with green leather upholstery. Ideal hire car 369 gns.

1935 S.S. 2½-litre sports tourer; colour black with brown leather upholstery. Very attractive and extremely fast 299 gns.

1937 Wolseley 21 de luxe 4-door sun saloon; colour black with blue leather upholstery. Ideal hire car. 199 gns

1934 M.G. 12 h.p. pillarless saloon; colour cream with blue leather upholstery. Exceptional value. 199 gns

1936 Austin 16 Kempton sports saloon; colour black with brown leather upholstery. Mechanically sound. 199 gns.

1933 Riley 9 drophead coupé; colour dark brown, new hood. Good runner. 149 gns.

1939 Austin Cambridge 10 de luxe 4-door sun saloon, colour black with brown leather upholstery. A bargain. 369 gns.

1950 Healey Silverstone sports two seater; colour red with beige leather upholstery. Mileage under 2,000 B.M.T.A. permission to sell. 1,149 gns.

1938 M.G. 2-litre type "SA" sports tourer; colour mist green with dark green leather upholstery. Recently over £200 have been spent on a complete overhaul, new engine, etc. Must be seen to be appreciated. 449 gns.

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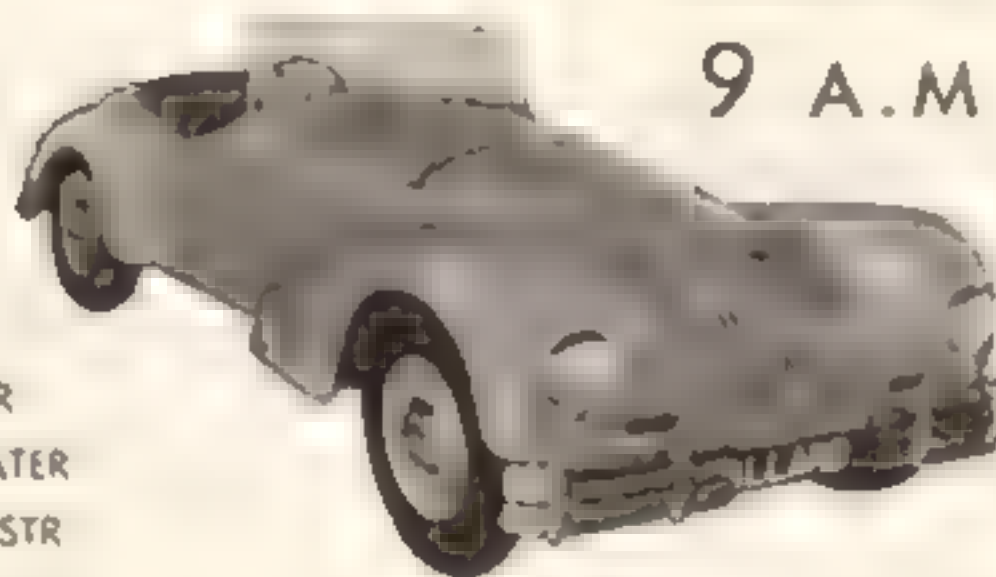
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1933/4 ROLLS-BENTLEY 3½-litre saloon required. Car would be considered which required attention to coachwork.—Brown's Garage, Julian Road, Bath.

COACHBUILDER, London area, to build lightweight body on small Trials Special.—Box 344.

SPORTS or Vintage Car up to 16 h.p. Good condition essential, consider any type, preferably near London.—Box 341.

SET OF RILEY (or similar) alloy brake drums. Complete with back plates and shoes.—Kyle, Glenburn Park, Bangor, N. Ireland.

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1927 1,500 c.c. ALFA-ROMEO Tourer. Re-sprayed black, new hood and Tonneau cover, mechanically good, tyres good. New wiper, etc. Owner having purchased 2.3 Alfa-Romeo wishes to sell to an enthusiast. Can be seen any day by appointment. Surrey. £225.—Box 346.

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1939 ALVIS speed 25 sports saloon in excellent condition, a small mileage car with two careful owners since new.—Thompson-Doney Ltd., Sefton Street, Southport.

AUSTIN

AUSTIN SEVEN 2-seater tourer, licensed and insured, £75 or nearest offer.—Box 342.

AUSTIN SEVEN 2-seater special. Aluminium body, condition as new, a bargain at £130.—J. Massey, 32 Perry Park Road, Blackheath, Staffs. BLA 1364.

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BENTLEY, 1925. Red label, engine re-bored, crank ground, all bearings renewed. Reconditioned rear axle, new batteries, new upholstery, 2½-seater B.R.O. Offers over £250.—White, Grove Vale, Great Barr, Birmingham.

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1937 COACH BUILT SALOON, faultless condition, maintained to high standard. £600.—F. G. Smith (Motors), High Road, Goodmayes. Seven Kings 6000.

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FRAZER-NASH BMW

BMW FRAZER-NASH 1936 Model Saloon, black. One owner, 17,000 miles. £385 or offer. London area.—Box 347.

JAGUAR

JAGUAR 3½-litre, ex Newsome, specially prepared works car in perfect condition, complete with over £250 of spares. Will accept best offer over £500.—G. E. Matthews, 48 Garsnet Hill Road, Woodford Bridge, Essex. BUCKHURST 7000.

M.G.

M.G. MAGNETTE N.A. Entirely rebuilt 1950, new carbs, valves, guides, rockers, rails, mains, big-ends, pistons, Scintilla Vertex. Excellent tyres with twin alternative 5.50 x 16. New body, tank, hood, batteries, finished blue. Look-need conversion set available. Ready staggering performance. Photos available. Ready March 25th. Exchange Ford 8 or Prefect.—1 Glasshouse Hill, Oldswinford, Stourbridge, Worcestershire.

1933 M.G. J.2, Saloonette, reconditioned engine 8 h.p. £195. 1938 M.G. 1½-litre tourer, immaculate, £425. 1937 M.G. 2-litre Saloon, reconditioned engine, £425.—Montrose Motors (N. H. Boswell), 91/7 Epping New Road, Buckhurst Hill, Essex. BUC 1171/2.

S.S.

AS NEW, 1935 Model S.S. 20 Tourer. Re-bored, bearings remounted, crankshaft reground, cylinder head, water-pump, radiator, distributor, dynamo, starter, gearbox all reconditioned. Dagenhe battery. Dunlop tubes, Zenith carburettors, SU pump, side and tail lamps, siren, cut-out, kingpins, track-rod ends all new. Rewired, many new instruments, rechromed, resprayed, front brakes refitted, excellent tyres. Small car accepted in part-exchange. £395, or offer.—22 Mount Ephraim Road, Sreatham.

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BUGATTI, Type 51, twin cam, very fast car. Special rear axle, ultra-light bodywork. £450.—Lloyd, Powells Lane, Welshpool, Monts.

MASERATI 6CL Formula 1 Racing Car. Completely rebuilt, low front, modern appearance. Engine at present dismantled, can be inspected before assembly. Special H section conrods, large oil pump. Very little raced, but probably the fastest 6CL in the country. Price £650 or would exchange for road car.—Box 335.

PARKER SPECIAL 500 c.c. Formula 3 racing car, all range tanks, with or without engine. Offers above £400.—D. Parker, 1a Singora Road, Battersea, S.W.11. Tel.: 7127.

1949 COOPER all latest mods. Fiat S.R. twin master cyls. Z.F. diff., long range tanks and pump. Eng. Mtrs. for Norton/Jap. highest offer accepted.—Drift Bridge Garage, Epsom.

KIEFT 500 c.c. 1950 model. Only raced three times. Perfect in every way. Complete with gearbox, but lost engine, £325.—Les Leston, 182 Grove End Gardens, N.W.8. Canningham 3370.

750 c.c. SINGLE-SEATER SPECIAL. Laystall crankshaft, etc. Powerplus supercharger, Rudge hubs, Lockheed brakes, etc., etc. Details on request.—Box 348.

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1950 A.F.S. A. E. Frost wishes to sell his Ford Ten Special, mainly built from new parts. Twin S.U. carburettors, special alloy head, two spare wheels, full all-weather equipment, very small mileage, perfect condition. Offers.—49 Hamstead Hall Ave., Handsworth Wood, Birmingham.

POST-WAR, professionally built, fast tourer. Strengthened 2-litre M.G. chassis. Humber Super Scribe engine and gearbox, 1.6 and 4.75 axle assemblies complete. Handsome modern 2½-seater. All weather equipment. Not a trials freak, but a quiet really fast car. Perfect condition. All new tyres and three unused Dunlop retreads. £500 or close offer.—Box 343.

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ALICE, a renowned 1922 Vauxhall 14/40 Princeton 5-seater tourer; 22,000 miles and perfect condition, £80.—Eric Thompson, Eaton Corner, Cobham, Surrey. Telephone 555.

MISCELLANEOUS

S.S. 16-h.p. gearbox parts and almost complete £12. 20-h.p. engine and gearbox. New radiator £12. 9-h.p. Amicar carburettor, cylinder blocks, heads, chassis frame only. 1932-3 Wolseley Hornet blocks, carburettor. "M" type M.G. engine parts, prices on request.

M.O. Magnette racing radiator with alloy quick-release filler with vent pipe £8 10s. 6d. Hillman Aero Minx or Talbot 10 aluminium cylinder head. Brand new £8 10s. 6d.

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1935 Singer Le Mans Sports 2-seater £265

1935 Singer Le Mans Sports 4-seater £235

1934 Singer Nine Sports coupe £215

1934 Austin Fourteen saloon £145

1936-7 Ford Ten saloon £225

1936 Ford 8 saloon £185

1936 Morris Twelve de luxe saloon £255

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MISCELLANEOUS—contd.

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4-CYL. MAGNETO, new, £3 10s.; 2 Austin Seven 19-in. wheels, as new, £2 10s.—Mitchell, 150, Kidmore Road, Caversham, Reading.

1936 INTERNATIONAL NORTON. First-class condition maintained regardless of cost. £150.—Swan, Chirnside, Berwick.

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B.M.W. Competition 2-seater, Type 328, 1938.

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News from the Clubs—continued.

HARTWELL CUP TRIAL 1951

Provisional Results

The Hartwell Cup (Best Performance):—	Weight percentage
H. R. Jesty (1,265 Hillman Minx) 131.8 marks,	47.6%

The Merchant Cup (Opposite Class):—	
M. Parrott (1,172 Buckler) 106.5,	55%

First Class Awards (Closed Cars):—	
S. Curry (1,172 Ford) 104.6	51.5%
D. C. E. Johns (2,660 Austin A90) 99.7,	50.1%

(Open Cars):—	
N. Crane (Vintage 1,496 Lea-Francis 2-seater) 106.2,	48.5%
J. B. Jesty (3,622 4-seater Allard) 100.7,	56.4%
A. Loens (1,496 Alvis) 100,	52.5%

49 Entries; 43 Starters; 1 Retirement.

CLUB FIXTURES

Cornwall Vintage C.C.—Natter and Noggin, 2nd March, Chiverton Arms, Blackwater, 8 p.m.

Hagley & Dist. M.C.—Annual Dinner/Dance, 2nd March, Queen Mary Ballroom, Dudley Zoo.

Scottish S.C.C.—A.G.M., 3rd March, Green Room, R.S.A.C., Blythwood House Sq., Glasgow, 3 p.m.

Bentley Drivers': Mid-West Region.—"Noggin and Natter", 3rd March, The George, Dorchester-on-Thames, 6 p.m. 10th March, The Swan, Enborne, Berks, 6 p.m.

Maidstone & Mid-Kent M.C.—Film Show, 5th March, Tudor House, Bearstead, 7.30 p.m.

N. Midland M.C.—Film Show, 5th March, Devonshire Arms, Baslow, 5.30 p.m.

Midland M.E.C.—Monthly Meeting (Talk by Austen May), 7th March, Red Lion, Birmingham, 8 p.m.

Nottingham S.C.C.—Film Show (Geo. Monkhouse), 7th March, Y.M.C.A., Nottingham, 7.30 p.m.

S. Essex M.C.—Film Show ("G.P.", "Endurance", etc.), Bell Inn, Horndon, Essex, 7.45 p.m.

North Midland M.C.—Annual Prize Presentation and Dinner/Dance, 9th March, Rising Sun Hotel, Bamford, Derbyshire, 7 p.m.

Morgan 3-Wheeler Club (S.E. Group)—Monthly Meeting, 10th March, Grafton Arms, Grafton Way, Tottenham Court Road, 7 p.m.

Southsea M.C.—Annual Dinner/Dance, 16th March, Kimbell's Clifton Ballroom, Osborne Road, Southsea.

M.G.C.C. (Midland)—Talk by John Thornley, 16th March, Grand Hotel, Colmore Row, Birmingham.

M.G.C.C. (N.E.)—Week-end Party, 17th-18th March, Monk Fryston Hall.

Morgan 3-Wheeler Club (S.E. Group)—Support Pioneer Run, 18th March; meet Tattenham Corner, 10.30 a.m.

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